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NOTE—All Steamboat Company's steamers are fitted with wireless.

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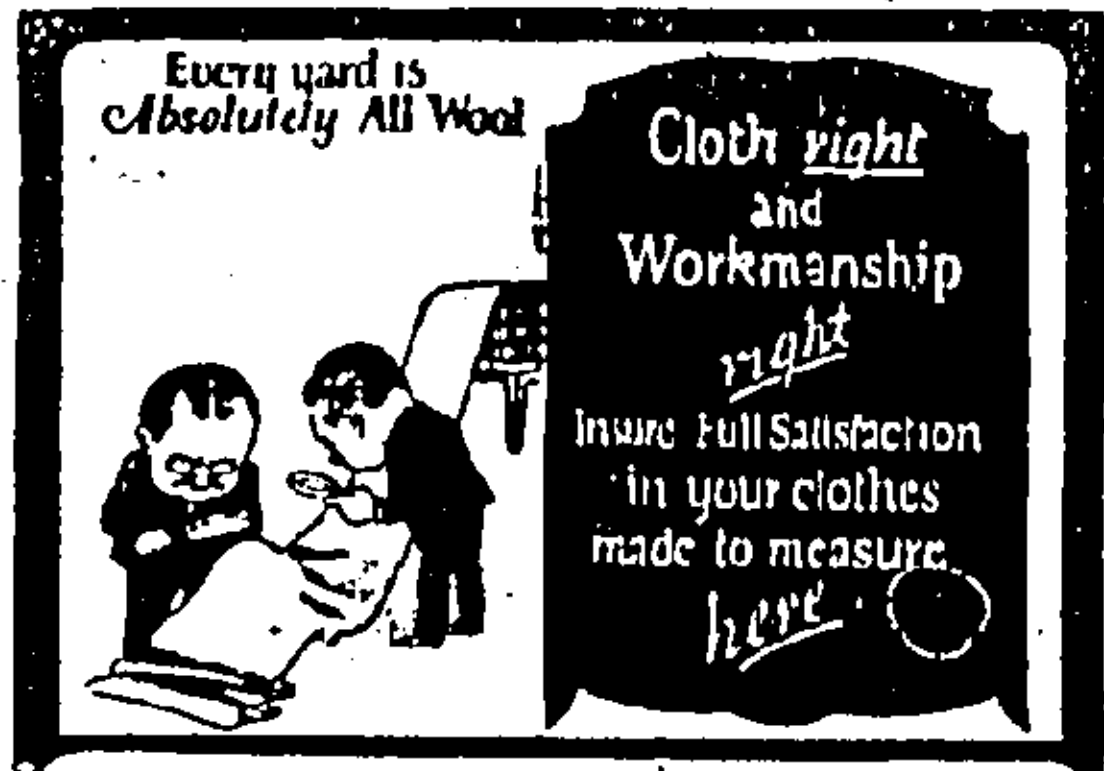
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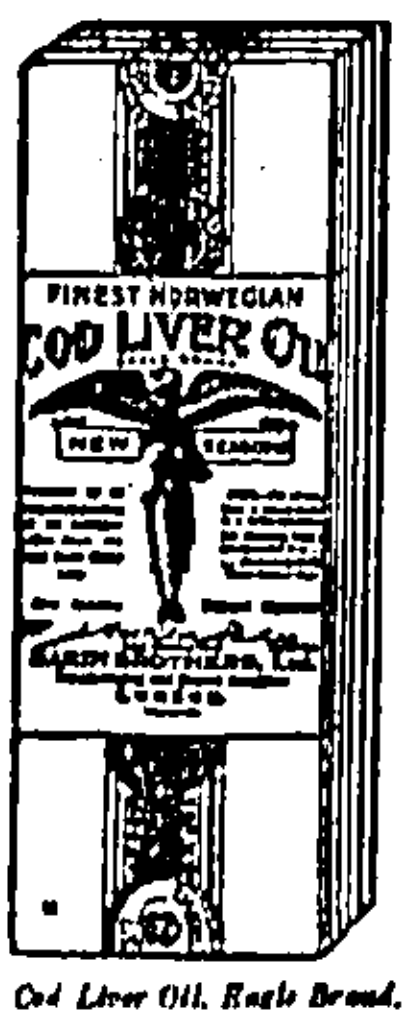
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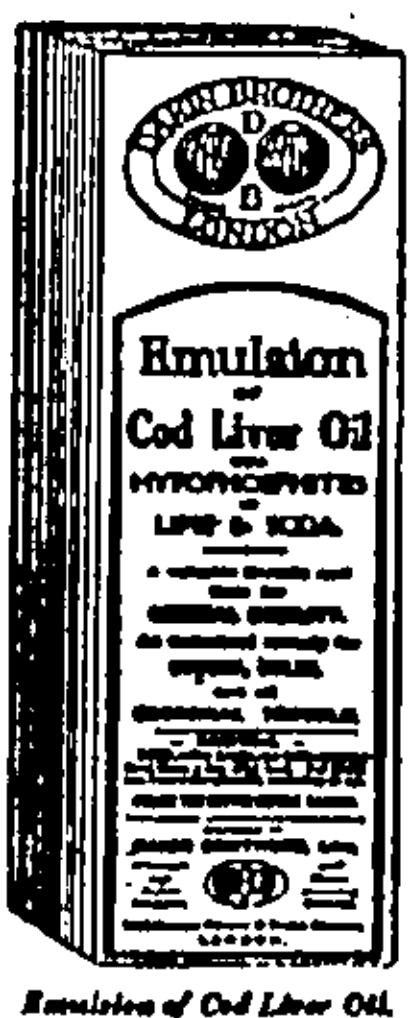
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HOME SPORT

BOXING

Scott and Sharkey Fight

Scott and Sharkey, the winner of whom is to meet Schmeling, have been definitely matched for a bout at Miami on February 27.

A later cable states that according to Scott's manager, the Scott-Sharkey fight is to be for the world's title.

Another message, however, says it is understood that the Scott-Sharkey fight will be a 15-round contest. It will not be for the championship and the winner will have at least to beat Schmeling before official recognition.

The N.Y.S.A.C. agreement allows Sharkey 37½ per cent, and Scott 25 per cent, of the gross receipts.

Madison Square Gardens Syndicate have an option on the winner throughout 1930, thus enabling the Gardens to stage the winner against Schmeling.

Thus the astuteness and persistence of Scott's American manager, Johnston, backed up by the doyen of American boxing officials, William Muldoon, has triumphed in the face of the determined opposition from interested quarters and the venomously hostile Press campaign, which indulges in further gibes to-day.

One paper says: "Stuffing Phil Suffering Scott down the public's throat is ridiculous." Another writer dubs Scott the "Swooning Swan."

The fight is expected to draw \$80,000.

BILLIARDS

Two Four-Figure Breaks Against Davis

The following were the scores in the billiards match at Home between W. Lindrum (Australia) and J. Davis (the British champion), on January 21:—

Lindrum, 19,930; Davis, 17,051. During the last three days Lindrum made breaks of 1,017 and 1,761.

McConachy Beats Smith

Clark McConachy, the New Zealand billiards champion, defeated Willie Smith, the English professional, in a two weeks' time limit game by 23,107 to 22,666 points.

In a second game McConachy was leading with 4,236 to 3,484 points after two days' play. On the second day Smith made a break of 1,202.

Two Remarkable Players

The presence at Home of two remarkable players from the Antipodes, W. Lindrum from Australia and C. McConachy from New Zealand, has not only aroused a fresh interest in the game of billiards, but has served to draw attention once more to the unsatisfactory state of affairs as regards the competition for the Championship of Britain.

Owing to the many conflicting interests and the fact that certain prominent players have bound themselves by contract to play only on tables of a particular manufacture, it is doubtful whether either Lindrum or McConachy will take part in the forthcoming competition. At the same time, a contest in which either of them did not take part would be little short of a farce, and would confer on the winner an empty honour.

Meantime the first match between Lindrum and Smith, the Yorkshire player, to be played in London continues to produce brilliant displays of the game and to attract large crowds. Some idea of the scoring efficiency of the players may be gathered from the fact that in the previous game Smith played with Lindrum, his average for a fortnight's play was 140, but he was beaten by nearly 8,000 points.

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RUGBY FOOTBALL

England's Great Victory

January 18 will be recorded in Welsh Football History as Wales's black day.

Those who prophesied a Welsh Rugby revival were shocked by England's conclusive win at Cardiff by 11 points to 3.

Similarly were the English pessimists confounded by the all-round brilliance of the young English team.

On the same day the touring Australian Rugby League team defeated a side of Welshmen associated with Lancashire and Yorkshire Clubs, while in the Football League, Cardiff, Merthyr and Wrexham lost their matches and Swansea yielded a point.

Wales were beaten in the Rugby International because of the comparative weakness of their forwards, seven of whom were old internationals, whereas five of England's eight were new caps. The match was a triumph for Sam Tucker, who beat the Welshmen for possession in the scrums nine times out of ten during the first half.

Dashing Skill

The match was played in fine weather, which favoured the dashing skill of England's young team.

Reeve scored a try after five minutes' play from an opening by Robson, which followed a magnificent run by Spong.

Dai Parker then narrowly missed equalising with a penalty goal, but England did most of the pressing in the first-half.

Reeve, the chosen hooker, was unable to play, and Sam Tucker flew from Bristol at the last moment to take his place. Tucker played splendidly.

Another change in the British team was the substitution of A. Novis (Blackheath) for his clubmate, Jacob, who had damaged his thigh. The Welshmen were as originally selected. Teams:—

England: J. Aske (Cambridge); J. Reeve (Harlequins); F. Mallir (Oley), L. Robson (Oxford), and A. Novis (Blackheath); R. Spong (Old Mill Hillians) and W. Sobey (Old Mill Hillians); S. Tucker (Bristol), D. Kendrew (Woodford), A. Bateson (Oley), B. Black (Oxford), J. Forrest (United Services), H. Periton (Waterloo), P. Howard (Oxford) and W. Tucker (Blackheath).

Wales: J. Bassett; J. Morley, H. Bowcott, T. Jones-Davies and A. Hickman; D. Roberts and Frank Williams; T. Arthur, E. Jenkins, W. Thomas, A. Skym, F. Bowdler, Iver Jones, Dai Parker and T. Hollingdale.

Play Described

The weather was perfect and the ground dry and firm. Sixty thousand spectators had entered the ground when the gates were closed.

At the start the Welsh forwards came away with a tremendous rush carrying play over the half-way line.

They were beaten back, but Wales came again, Hickman taking a bad pass brilliantly, but Mallir and Novis tackled splendidly.

Then Howard, the Oxford forward, broke through a crowd of players and made a good run, which was carried on by Novis before he was checked.

England secured from the resulting scrum, and Sobey, Spong and Robson handled in turn.

Robson was tackled, but gave a good reverse pass to Spong, who sent in Reeve for a try after five minutes' play. Black failed to convert.

The ensuing play in this half was mostly with the forwards. The England pack held their own well and brought off two good rushes.

England repeatedly secured from the scrum and once a score seemed possible, but Spong held on too long.

England had the best of matters, the kicking of the Welsh defence being poor.

After a stoppage for an injury to Robson, England passed finely, the ball going right across the line to Novis, who was almost in when he was splendidly tackled by Bassett.

Then Parker was short with an attempt to kick a penalty-goal. Wales made a great forward rush, which drew out the best in the English defence. Half time:—England One try (3 points). Wales: Nil.

The Second Half
Early in the second half Reeve took a pass from Spong and beat

RACING

Introduction of the Tote

The outstanding feature of the flat-racing season of 1929 just ended has been the introduction of the totalisator form of betting on British racecourses. Indeed, so important is this innovation, that it may well be looked upon as a milestone in Turf history.

The unpopular betting tax introduced by Mr. Winston Churchill, having been admittedly a failure, was dropped, and powers obtained from Parliament to set up a Betting Board of Control under the Jockey Club to administer the new method. The sum of two shillings was chosen as the unit for staking, and 6 per cent. was the amount decided upon to be deducted from the sum wagered.

In weighing up the amount of progress so far made towards installing the machines, and popularising this form of betting, certain difficulties, resulting from the peculiar conditions under which racing is carried on in this country, should be borne in mind. Two of the most important and old-established meetings, Ascot and Goodwood, have only four days racing each year so that some years must elapse before the outlay, necessary to set up the elaborate machinery required to cope with a large turnover, can be returned. Then there are the thousand and one small but very sporting meetings, scattered over the country, that could hope to support only a very cheap installation, and for these a form of portable machine has been aimed at.

Muddles and Disappointments

With regard to the more important meetings, such as the two Newmarket courses, Newbury, York, and the London park courses, all seemed to be plain sailing as it was presumed that the well-tested and highly satisfactory system in vogue on French racecourses would be adopted. Unfortunately, the holders of the British rights in the invention and the powers-that-be came to loggerheads, with the result that, attempts have been made to find some alternative system, and this has been the cause of a regrettable series of muddles and disappointments.

Several times the public has been notified that the electric totalisator would be in operation at a forthcoming race-meeting, only, on arrival at the course, to be met with the announcement that owing to unforeseen difficulties in installation, the machines would not be available for betting. Press criticisms, suggesting bad management and makeshift methods, have evidently been resented by the Board of Control, and Lord Hamilton of Dalzell, representing the Jockey Club, in his latest official announcement stated that the Board had no intention of allowing the Press to badger it into adopting any one particular form of machine.

A handwired method has been operated on several courses with a fair amount of success, but here again the confidence of the public was rudely shaken by the inexplicable "L'Habit Vert" incident at Gatwick. After paying out over the winner at the rate of nineteen to one, the totalisator management announced that an error had been made, that the proper odds were 89 to one, and that those interested must claim the balance due. As can readily be imagined, so many dishonest claims were submitted that it was impossible to sift the genuine from the others, and up to now the matter has not been adjusted.

everybody to score a try, which Black this time converted.

Five minutes later Moreley, of Wales, picked up the ball, darted in and when tackled threw out a long pass to his wing.

The movement was carried out at a great speed and was crowned by Jones-Davies getting a fine try wide-out. Parker failed to convert.

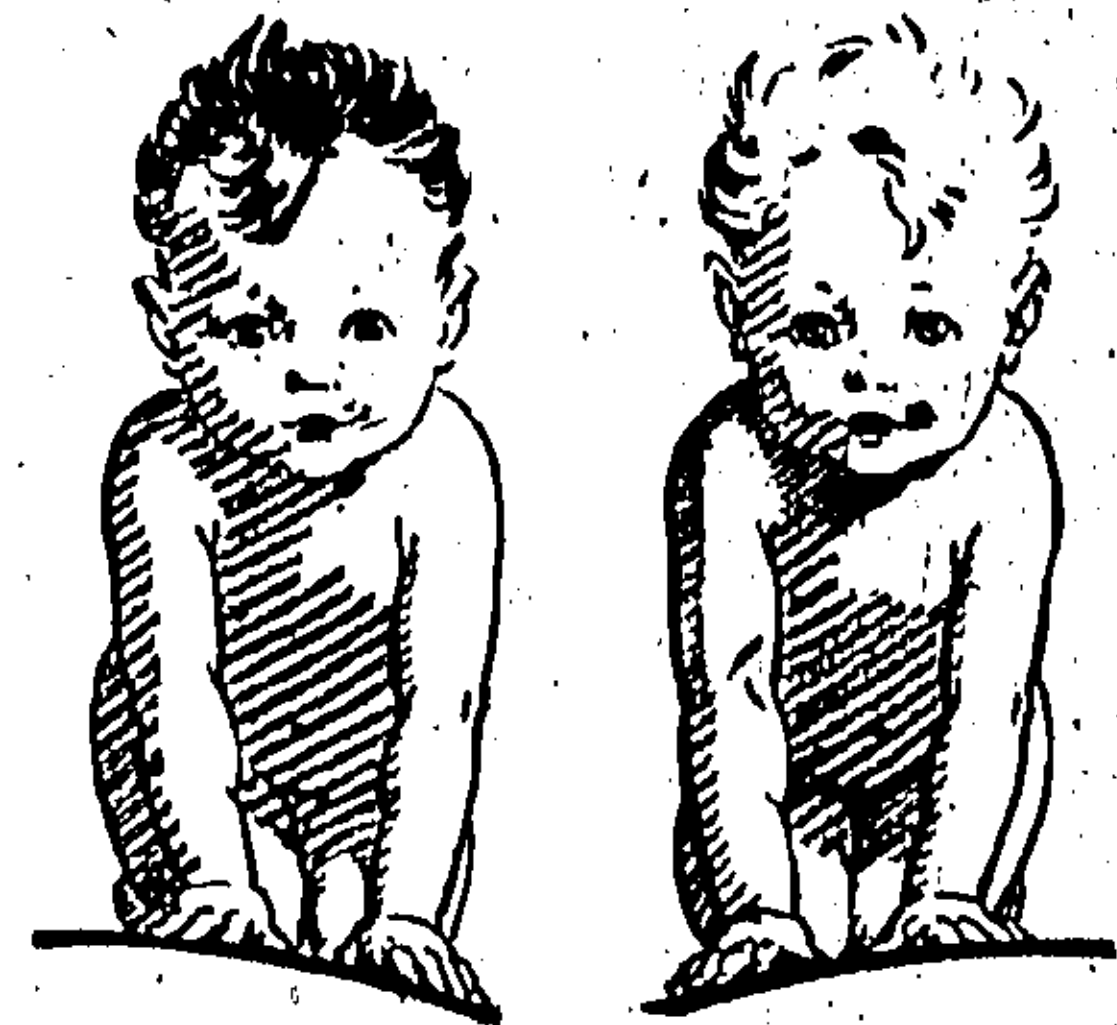
Sobey next broke through and ran within ten yards of the line before Morley brought him down. Wales were penalised, but Black was short with his kick. Wales established themselves in the England "twenty-five."

Just before the finish, Novis broke away and passed to Poriton near the line. The latter was tackled and Wales escaped.

Then, in some scrambling play Wales were again penalised and Black goaled.

England—2 goals (one penalty) 1 try (11 pts.)

Wales—One try (3 pts.)
This is the first time England have played Wales at Cardiff since the season 1912-13.



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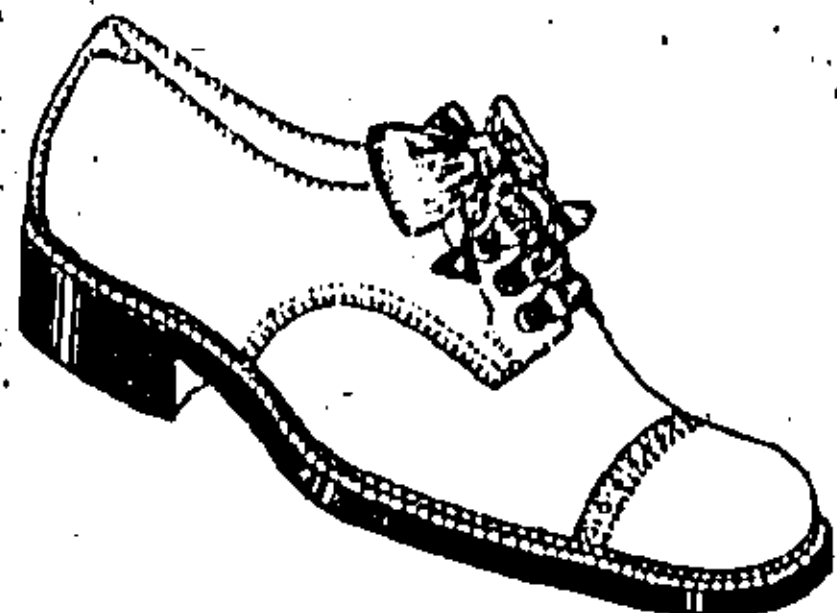
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FULL SHIELD PROGRAMME

Senior Shield Holders Through

THE JUNIOR REPLAY

Athletic and Somersets to Meet Again

Kowloon upheld their Shield reputation by disposing of the Police by the only goal of the match. Extra time was necessary in the Club versus the Navy and the Athletic versus the Somersets. In the former the Navy ran out winners by scoring during the extra time, but the Chinese and Somersets could not add to their score and therefore will have to meet again.

With a very poor side the Navy Juniors went under to the Somersets in the ordered replay of the first round, so the Somersets are now due to meet South China on Tuesday next.

South China managed to overcome the Gunners by the odd goal in three in their Senior tie, while the Junior Second Round tie resulted as expected, Kowloon, Eastern and Chinese, "B" knocking out the R.A. Club and Ewo respectively.

RESULTS AT A GLANCE

CHALLENGE SHIELDS

JUNIOR FIRST ROUND REPLAY

Navy	1	Somersets	3
R.A.	1	South China	2
Police	0	Kowloon	1
Club	2	Navy	3
Athletic	1	Somersets	1

*After extra time.

JUNIOR

Kowloon	2	R.A.	0
Club	0	Eastern	2
Chinese "B"	1	Ewo	0

LEAGUE TABLES TO DATE

Division I.	P.	W.	D.	L.	F.	A.	Pts.
K.O.S.B.	18	11	5	2	42	17	27
Royal Navy	10	9	5	2	34	19	23
Athletic	14	10	2	2	32	11	22
Somersets	12	8	1	3	24	9	17
South China	13	7	1	2	24	11	16
R.A.	10	7	1	2	23	25	15
Kowloon	13	5	3	5	25	19	13
Club	12	3	3	8	14	27	7
St. Joseph's	15	3	0	12	14	47	6
Recreo	13	2	1	10	14	38	5
Police	13	2	1	10	13	36	5

Junior 1st Round Replay

SOMERSETS v. NAVY

This match was replayed at Carline Hill, the Navy, who were weakly represented, being no match for the strong-going Somersets.

Sgt. Bunting lined up the following teams:—

Somersets: Verrier; Neil, Fethergill; Saviger, Mead, Legg; Palmer, Guest, Denmead, Baggott, Evert.

Navy: Wyatt; Carter, Spanwick; Butler, Evans, Marchant; Morgan, Kesby, Orritt, Sorbie, Ford.

The Navy kicked off with the sun behind them but the Somersets had most of the opening exchanges.

The Navy backs cleared well and play was transferred to the other end, when Evans shot behind.

The Sets now took up the running and, after some good play on the left, Evert put behind. Palmer next tried a shot but Wyatt cleared well, and in the next minute Denmead put over.

The Navy transferred and Kesby got through; Verrier, however, ran out and kicked clear. The Navy kept up the attack but the Sets defence were also, Orritt was injured in a tackle and had to leave the field for five minutes.

Play Transferred

The Sets forwards transferred play and a foul just outside the penalty area looked dangerous, though during the scrimmage in the goal area Guest put over.

Palmer, then got through on the right, but his parting shot was charged down. The same player next put across a lovely centre which Denmead spoiled by being offside.

The Navy got going and forced a corner on the right, but nothing resulted, and after some mid-field play the whistle went for the interval, after a hard and first half with the honours even.

Half-time: Somersets 0, Navy 0.

Guest Opens Scoring

On resuming the Somersets went straight through from the kick-off and Guest opened the scoring with a good shot.

The Sets kept up the attack and after Carter had cleared, Guest put in a fast shot which Wyatt turned behind, Palmer sending the flag kick behind.

The Navy soon reached the other end and a foul for hands against Saviger looked dangerous, but Evans shot behind.

From a corner on the left Kesby equalised with a good shot. The Navy came on again when Kesby spoiled a good opening when by putting high over from only five yards out.

Senior Shield, 2nd Round

R.A. v. SOUTH CHINA

This match was played on the Military ground, Sookumpoo. South China were good value for their win by the odd goal in three.

The referee, L. S. B. A. Atkinson, lined up the following teams:—

R.A.: Fletcher; F. Taylor, Rawlings; W. Taylor, Ward, Gardiner; Cotton, Allen, Gill, Davy, Walker.

South China: Pau-Ka-ping; Lai Tin-sang, Tong Kwan; Pau Ka-lin, Wong Moo-shun, Leung Yin-chai; Chan Shui-hon, Leung Wing-tak, Pau Ka-chuen, Cheuk Kwok-luen, Ip Pak-wa.

A Tame Opening

The Gunners kicked off facing the sun. Fletcher was first called upon and cleared a long shot from Wong Moo-shun. South China continued but an offside against Ip Pak-wa relieved the pressure. The Gunners transferred play to the other end and Cotton forced a corner off the goalkeeper but nothing resulted from the flag kick.

The South China forwards now got moving but Cheuk Kwok-luen hesitated when well placed and a good opportunity was lost. They came again and Fletcher had to save a fast one from Cheuk Kwok-luen.

The Gunners attacked and Tong Kwan clearing with a long kick set the forwards in motion and after a good run Ip Pak-wa missed by inches.

South China continued to press, Wong Moo-shun sending in a long shot. A foul against Chan Shui-hon for playing the goalkeeper when not in possession of the ball relieved the pressure and play was transferred to the other end. Offside against Cotton, however, spoiled a good opening.

Two Goals Scored

The Gunners continued on the offensive but their forwards were slow and missed many good chances before Gill got through to beat Pau with a fast drive. In the next minute Gill nearly added another as the goalkeeper saving at the expense of a corner from which Gill went close with a header, Pau being lucky to kick clear.

Play was transferred and after a corner Leung Yin-chai put across the goal, and Chan Shui-hon running in, equalised beating Fletcher with a strong shot.

South China continued on the aggressive and after Fletcher had cleared a dangerous shot from Cheuk Kwok-luen, Pau Ka-chuen put high over from a good position.

At the other end Walker was fouled just outside the penalty area but the kick was not taken as the whistle sounded for the interval.

Half-time: R.A. 1, South China 1.

Gunners on the Attack

On resuming the Gunners were the first to attack but Walker put behind. Then Gill tried a long shot which went high. Play travelled to the other end and after Fletcher had cleared from Leung Wing-tak, Pau Ka-chuen put high over the bar.

The Gunners attacked and Wong Moo-shun was cautioned for a bad foul on Gill; nothing resulted from the kick. At the other end a foul against Rawlings just outside the penalty area looked dangerous but Lai Tin-sang shot behind.

Goalie's Clever Work

South China continued to press and Fletcher brought off a clever save when clearing from Chan Shui-hon at point-blank range.

Gill then got through but put behind with a weak shot and then Walker when well placed shot high over. South China transferred and Fletcher did well when hampered by two opponents to clear a dropping shot. In the next minute he again distinguished himself with a smart clearance from a foul just outside the penalty area. At the other end Gill got through and just missed by inches. The final whistle went with South China attacking strongly.

Result: R.A. 1, South China 2.

POLICE v. KOWLOON

A very well-contested game, this resulted in a win for the home team by the only goal scored. The winners well deserved their victory, the forward line playing extremely good football at times proving better opportunists than their opponents.

Mr. Evans lined up the following players:—

Kowloon:—Angus; Gillett, Pile; Hedley, Downman, Heap; Eastman, McKelvie, Moss, Simpson, Miles.

Police:—Clarke; Wind, Howarth; Orman, McGreavey, Jessop; Gowan, Cartwright, Fraser, Valentine.

The Police won the toss and Kowloon kicked off facing the sun. The Police opened up the attack, forcing a corner, but the flag kick was easily cleared.

Kowloon then ran down, McKelvie shooting into Clarke's hands. Moss was pulled up for off-side when well placed.

The Police forced another corner on the left, and were unlucky when the flag kick went behind.

From a free kick just outside the penalty area, Angus cleared well from a crowd of players, and Clarke had to run out to save from Moss.

Moss was in an off-side position on two occasions in the next few minutes. The home team were doing most of the attacking and on one occasion Miles unfortunately kicked out when well placed.

Police Kept Busy

Kowloon forced a corner on the right but McKelvie kicked over the bar. The home team were playing the long passing game and were a considerable worry to the Police defence.

Clarke was applauded on numerous occasions for his brilliant saves from all angles. Several times he had to break his way through a crowd of players.

The visitors made few raids, their forwards being less constructive than their opponents.

The first half terminated with the ball in the Police half.

Half-time: Kowloon 0, Police 0.

Free Kick Falls

Resuming, the home team attacked and from a free kick for a foul against Eastman, McKelvie just grazed the bar. A minute later Clarke saved well from Downman.

The opening goal of the match came from McKelvie. From a free kick just outside the goal mouth, he shot straight at Clarke. Clarke managed to save it but fell forward and pushed the ball back to McKelvie, who shot into an empty goal.

The home team fully deserved their lead, but for Clarke their score would have been greater. The Police endeavoured to equalise and forced two corners but both were easily cleared.

Kowloon soon took up the running, both Moss and Simpson testing Clarke. Simpson missed a golden opportunity by failing to gather the ball, thinking he was off-side. Clarke again came

into prominence, saving from Moss and a minute later throwing himself full length to save from Simpson.

The final whistle blew with the ball in mid-field.
Result: Kowloon 1, Police 0.

CLUB v. NAVY

Before a fair crowd of supporters Mr. T. Stokes lined up the following teams on the Club ground at Happy Valley:—

Club:—Rodgers; Wallington, Bishop; Gilchrist, Stewart, Watson; Alexander, Bell, McBride, Scott, Copple.

Navy:—Bogle; McGregor, Jones; Timberlake, Tilley, Watts; Egan, Cartwright, Potts, Stephenson, Dickinson.

Dangerous Thrust

The Navy were without the services of their "stars," Peacock as centre forward and Jarvis or Langlands in goal.

The first dangerous thrust came from the Club, McBride getting round McGregor, but Jones cut in front of him for Bogle to clear.

The Navy now took up the running and a shot from Potts just missed the mark. The Club goal had a lucky escape, Rodgers dropping from Potts for Stephenson to force a corner.

The flag kick was only partially cleared for Egan to centre, Dickinson returning with a lightning drive across the goalmouth to go to touch. Through Bogle misjudging the flight of the ball, Bell had little difficulty in heading into the net, to open the scoring for the Club.

The Navy then pressed for a time but could not make headway, the play returning to the Navy half with Tilley and McGregor working hard to keep the Club's front line at a safe distance.

Club Score Again

Following some good out-field play Stephenson tested Rodgers twice, the Club goalkeeper being brought to his knees, and he did well in throwing clear with attackers close at hand.

With the Navy fighting hard for the equaliser they had the better of the exchanges, but nothing would go right. All against the run of the play Bell shot from a rebound off the crossbar and found the net to put the Club two up.

Just before the interval a free kick was awarded the Navy, McGregor trying his luck, but his effort was punched out by Rodgers for Tilley to gain possession, and a beautiful cross drive from some twenty yards out caused Rodgers to dive full length, but it was too late, the ball having found the net.

The interval arrived with the Navy still one in arrears.

Half-time: Club 2, Navy 1.

Hammer and Tongs

After the resumption the Navy were at it hammer and tongs with the Club well in the limelight, but luck was dead against them. The Club were very lucky in stopping Potts in the nick of time with only Rodgers in front of him.

The Club then put on pressure and with Bogle out in the field Dickinson cleared for the Navy to set up a bombardment at the other end, the Club being lucky in keeping their goal from falling.

With Rodgers out of position Cartwright missed a good scoring chance by putting wide. From now onwards it was all Navy and the Club goal had a charmed life until five minutes from time a defender handled.

The spot kick was taken by McGregor twice through an infringement by Rodgers, but the second effort was allowed to stand to equalise matters. In accordance with the rules of the competition extra time was played. During the first ten minutes the Navy were on top, but no further scoring took place. With the second half of the extra time two minutes old, Potts with extra time lying injured on the ground, put in a beautiful shot which had Rodgers beaten all the way. This gave the Navy the lead for the first time and they fully deserved their victory.

Result: Club 2, Navy 3.

CHINESE ATH. v. SOMERSETS

Played at the Stadium before a large crowd, the Somersets had the majority of the game but their forwards lacked finish in front of goal. The Sets missed many chances and the Athletic were rather lucky to earn a replay.

Mr. Smith lined up the following teams:—

Athletic:—Chau Sik-pul; Leung Yik-tong, Lam Yik-ying, Ho Ka-keung, Wong Shui-wa, Ho Cho-yim, Ng Kam-chuen, Tso Kwai-sing, Wong Pak-chung, Suen Kam-shun, Chau Kwong-lu.

Somersets:—Hall; Hulish, Haywood; Proth, West, Harris; Rayson, Knapp, Earley, Bowley-Bull, Butcher.

A Narrow Escape

The Athletic winning the toss, elected to take advantage of the night breeze and the Sets kicking off immediately made progress on the right; Chau Sik-pul being severely tested by Bowley-Bull and Knapp. Athletic retailed but the ball went behind. The Athletic forced a corner and from the kick Wong Pak-chung headed just over the bar. A few minutes later the Athletic goal had a narrow escape when Bowley-Bull sent a hard drive across the goal mouth.

Play was then carried to the other half where Hall saved well from Wong Pak-chung. The Sets came up again and forced a corner from which Knapp kicked over the bar.

The First Goal

A fine piece of dribbling by Bowley-Bull enabled Butcher to send in a shot which Chau Sik-pul saved at the expense of a corner, of which nothing came. For a time the Sets were on the defensive but eventually broke away on the right and Rayson sent in a shot which struck the opposite post, the ball rebounded to Bowley-Bull who put it into the net before the goal-keeper could regain his position. The Sets continued to attack and just before the interval while Harris tried a long shot which Chau Sik-pul tipped round the post, but from the flag kick Bowley-Bull headed wide.

Half-time: Athletic 0, Somersets 1.

The Equaliser

A few minutes after the restart Bowley-Bull broke through and shot; the ball, however, hit the crossbar and rebounded into play, where it was cleared for the Sets to run up and force a corner, from which Earley headed over. The Sets continued to keep the ball in the Athletic half but only Butcher tried a shot, which missed by inches. A few minutes later Bowley-Bull should have scored when the ball came from Rayson, and the former, who was unmarked, shot weakly behind. The equaliser came a few minutes later when Suen passed to Ng Kam-chuen who took the ball up and returned to Suen Kam-shun who shot well out of Hall's reach. Much excitement was caused a few minutes later when from a free kick, Chau Kwong-lu just failed to bundle the ball into the net.

Attack From All Angles

Play was then transferred to the other end and a fine chance was missed when Rayson shot, for Chau Sik-pul to save, instead of passing to Earley, who stood unmarked. The Sets were now playing desperately to score the winning goal and Chau Sik-pul had to deal with shots from all angles, and full time arrived with no further score. Extra time was played.

Abortive Attempts

The Sets continued their pressure and many openings were made but their passing lost its accuracy. However, the Athletic broke away and were awarded a free kick just outside the area, but the ball was cleared and the Athletic seemed certain to fall when Earley got away with only the keeper to beat, but Bowley-Bull came up and was adjudged offside. On the change the Sets continued to have the majority of the game but the Chinese defended stubbornly and did well to keep out the opposing forwards and the match ended with the issue still in doubt.

Result:—Chinese Athletic 1, Somersets 1.

Junior Shield, 2nd Round

KOWLOON v. R.A.

Mr. Critchett lined up the following players:—

Kowloon:—Angus; Guest, Heap; Nicholls, Springett, Dunnett; Moore, Dixon, Cotton, Coates, Bickford.

R.A.:—Moore; Seal, Gough; Hall, Dunning, Earley; Hall, Reid, Rogers, Chambers, Schofield.

Kowloon Drives First Blood

The home team kicked off facing the sun. The R.A. attacked and forced two corners but both were well cleared.

The soldiers goal had a very narrow escape ten minutes after the opening. Several shots were sent in in succession, but Moore came out best. The teams were playing sterling football and the game was evenly contested.

Kowloon had the better forward line and used the long passing game. From one raid by the Artillery, Rogers shot weakly into Angus's hands.

The opening goal came for Kowloon from a beautiful pass from Moore into the goalmouth, Cotton rushed through and netted. The Soldiers then took up the running and Rogers shot again, his effort going over the bar. The remainder of the first half terminated in mid-field play.

Half-time: Kowloon 1, R.A. 0.

Gunners Vanquished

Resuming, the Soldiers opened up the attack, but their forwards could not pierce the home defence. Kowloon ran away on the left and Moore put the ball to Cotton but Moore saved well.

Kowloon were now having all the play, but poor shooting on the part of the Gunners' forwards resulted in their failure to draw level.

Kowloon again took up the running and Cotton, taking possession, put his side further ahead with a hard drive giving Moore no chance. A few minutes later Cotton narrowly missed, heading over the bar.

Heap played several good movements by the Artillery forward line. The final whistle blew with the ball in the Kowloon half.

Result: Kowloon 2, R.A. 0.

CLUB v. EASTERN

On the Club Ground at Happy Valley Q.M.B. Scott, R.E., lined up the following players:—

Club:—Pee; Sloan, Iynes; Smith, Puncheon, Rogers; Morhaus, Stoker, Ralston, Pankhurst, Thompson.

Eastern: Silva; Rumbahn, Rahman; Cheung Yui-nam, Cheung Lap-fun, Ng Ying-kay; Lee Ching-yau, Lai Ting-choy, Sabhan.

Sabhan in Scoring Mood

The loss was won by Eastern and from the kick-off the Club made a thrust but were held, the play being confined to midfield for some minutes. The Club tried hard to get within shooting distance, but on the part of Rahman kept them at bay.

With the game some ten minutes old Eastern broke away and following a miskick by Sloan, Sabhan got through to send in a terrific angle drive which beat Peers to enter the net just behind the further post.

The Club fought hard to get on terms and, in spite of shots being sent in by all their forwards, Silva experienced little difficulty in dealing with them.

Eastern then broke away again and Sabhan put his side further ahead.

For the remaining fifteen minutes of the first half the play was evenly distributed and the interval arrived without further scoring.

LOCAL CRICKET

Convincing Defeat of Hong Kong C.C.

THE "HAT TRICK" PERFORMED

Police R.C. Displaced in Second Division

In the most important cricket match of the day, and one which had a bearing on the senior division of the League, the Kowloon C.C. convincingly defeated the Hong Kong C.C. yesterday. The latter, however, (with the University), have still a remote chance in the championship, but should the Peninsula XI win their remaining match, all the other teams will be definitely out of the running.

The University, on the day's play, were fortunate in securing the full points from the Army, while at Happy Valley, the Civil Service C.C. completely upset calculations by trouncing the Royal Navy.

By winning over Craigenower 2nd in an uphill fight, the Hong Kong C.C. second team have displaced the Police R.C. in the premier position in the table. In this match, J. R. Way (H.K.C.C.) performed the "hat trick," the first of the season.

Other results were victories for the Club de Recreio and the Civil Service C.C. 2nd over the University 2nd and the R.A.S.C.

League I

KOWLOON C.C. v. H.K.C.C.

On their own ground, the Kowloon C.C. defeated the Hong Kong C.C. by eight wickets.

Batting first, the visiting side started promisingly, with Duckitt (81) and Butcher (12) putting on 29 runs for the first wicket. Mitchell helped with 19. Five succeeding batsmen failed to get going, the fourth to the sixth wickets making no addition to the score which stood at 76. Dwyer was the only other double figure scorer, the total reaching 108.

A. T. Lee, who was on for eleven overs at a stretch, was in fine form with the ball and captured three wickets for 24. Goodwin was expensive in his first three overs, but finding his length when he was put on again, accounted for four for 26.

E. C. Fincher (35) and Ramsay (39) paved the way to the easy victory obtained by the Kowloon C.C. They partnered for 57 runs, and then P. I. Zimmerman finished off the good work for his side with a capital innings for 39. Scores:—

Hong Kong C.C.	
E. R. Duckitt, c. A. T. Lee, b. Goodwin	31
K. I. Butcher, b. A. T. Lee, b. Goodwin	12
E. J. R. Mitchell, b. A. T. Lee, b. Goodwin	19
H. Owen Hughes, c. A. T. Lee, b. Goodwin	4
C. Goodwin, run out	4
T. E. Pearce, c. P. I. Zimmerman, b. A. T. Lee	0
J. R. Hinton, c. P. I. Zimmerman, b. A. T. Lee	0
C. P. Lammert, b. Ross	5
H. J. Armstrong, b. Bruce	5
R. H. Dwyer, c. E. C. Fincher, b. Goodwin	14
A. C. Beck, b. Goodwin	2
A. Reid, not out	3
Extras	12
Total	108

Bowling Analysis	
Brace	13 6 20 1
Ross	9 0 26 1
Lee	11 3 24 3
Goodwin	9 4 26 4

Kowloon C.C.	
E. C. Fincher, c. Owen Hughes, b. Butcher	35
A. W. Ramsay, b. Owen Hughes	39
E. C. Fincher, c. Armstrong, b. Duckitt	1
F. Zimmerman, c. and b. Duckitt	39
W. Bruce, not out	2
Extras	12
Total (for 4 wks.)	119
P. E. Lawrence, A. T. Lee, F. Goodwin, D. Loring, S. Jex, N. H. Ross did not bat.	

Bowling Analysis	
Reid	8 1 39 0
Beck	8 0 34 0
Duckitt	7 1 17 2
Owen Hughes	4 0 19 1
Butcher	1 0 7 1

UNIVERSITY v. ARMY

At Pokfulam, the University defeated the Army by 19 runs. The bowling of both sides was of an uncommonly high standard, and the defeat of the Army after they had dismissed the home team for the paltry score of 85 was probably due to the very fine team-work of the University.

The first three batsmen of the University put together 51 runs, of which Glittin scored 30. Fry, subsequently did practically all the damage, taking five wickets for 12.

A Miserable Collapse

Taking far greater precautions than the occasion warranted, the Army collapsed miserably after they had obtained 55 runs for five wickets, the remaining five batsmen putting on only 11 runs.

For the winners, Gutierrez returned the best analysis of three for 12, whilst Smay accounted for three for 14. Scores:—

University	
D. J. N. Anderson, b. Reynolds	10
S. V. Glittin, c. Xavier, b. Reynolds	30
C. W. Lam, c. Christian, b. Reynolds	1
L. T. Rids, b. Fry	11
D. K. Samy, b. Fry	1
A. Baker, c. and b. Wynt	0
P. A. Gutierrez, b. Fry	12
A. B. Sulman, b. Fry	0

League I	
M. B. Osman, b. Fry	2
W. H. Kwan, not out	1
K. P. Gan, b. Wynt	10
Extras	16
Total	29

Bowling Analysis	
Christian	6 0 21 0
Reynolds	6 0 16 2
Fry	8 4 12 5

Army	
Lt. Wolfe-Barry, run out	12
Cpl. Davies, c. Gutierrez, b. Lam	5
Lt. McFarlan, c. Gan, b. Gutierrez	23
Pte. Joyce, b. Anderson	2
Capt. Reynolds, b. Gutierrez	10
Lt. Maxwell, b. Gutierrez	0
Lt. Col. Wyatt, Samy	0
Pte. Fry, b. Samy	0
Lt. Christian, c. and b. Samy	0
L/Cpl. Sawyer, not out	4
L/Cpl. Merriam, b. Anderson	0
Extras	6
Total	60

Bowling Analysis	
Gutierrez	12 8 12 3
Lam	4 2 11 1
Anderson	5 4 21 2
Samy	9 4 14 3
Glittin	2 0 13 0

C.S.C.C. v. NAVY

At Happy Valley, the Civil Service C.C. defeated the Royal Navy by four wickets.

F. Baker played a great part in the victory of the C.S.C.C., as he followed up his fine bowling performance (2 for 17) by knocking out 41 runs. Richardson, with his deceptive slow, got two wickets for 8. Lt. Evans contributed 30, and although three other Navy bats reached double figures, the total reached only 107.

Comdr. Baker bowled consistently well for 16 overs, taking five wickets for six runs apiece.

The C.S.C.C. compiled 111 for the loss of six wickets. Scores:—

Royal Navy	
Lt. D. P. Evans, c. Balfour, b. Hamilton	30
Sub Lt. A. C. Johnson, b. W. b. Reed	8
A.B. P. Lasslett, c. Holdman, b. Reed	4
Comdr. F. C. Baker, run out	14
Sub Lt. Muscley, b. Evans	11
Vice Admiral Sir A. K. Waistell, b. Richardson	11
b. Richardson	12
Md. J. M. Rathbone, c. and b. F. Baker	12
Log. Tel. N. George, b. Richardson	8
Lt. G. Cobb, b. F. Baker	6
Sub Lt. Tomkinson, b. McDougall, b. Reed	0
Sto. Titchhurst, not out	4
Extras	4
Total	107

Bowling Analysis	
Reed	17 3 43 3
F. Baker	12 1 17 2
H. Sayer, b. Waistell	1
D. M. McDougall, b. Comdr. Baker	1
B. D. Evans, b. Comdr. Baker	14
L. Balfour, not out	20
E. W. Hamilton, not out	1
Extras	12

Civil Service C.C.	
F. J. de Rome, c. Comdr. Baker	0
F. E. Richardson, b. Comdr. Baker	14
F. Baker, c. Comdr. Baker	41
G. R. Sayer, b. Waistell	1
D. M. McDougall, b. Comdr. Baker	1
L. Balfour, not out	20
E. W. Hamilton, not out	1
Extras	12
Total (for 6 wks.)	111
F. H. Holdman, E. B. Reed, J. Barrow did not bat.	

Bowling Analysis	
Comdr. Baker	16 4 30 5
Lasslett	8 1 24 1
Waistell	6 0 21 1
Muscley	1 0 13 0
Titchhurst	1 0 4 0

League II

H.K.C.C. 2ND v. C.C.C. 2ND

On their own ground, the Hong Kong C.C. 2nd XI defeated the Craigenower C.C. 2nd team by six runs.

Putting on 36 runs for the last wicket, and at a time when they were still 20 in arrears, Harris Walker (21) and Jordan (14 not out), pulled the game round for the H.K.C.C. Going on late, J. R. Way took six wickets for 18 which included the "hat trick" in his fifth over.

Leonard scored 83 runs in fine style for the C.C.C. whose total reached 134, whilst McKenna's

slout-hearted hitting was a feature of the batting of the H.K.C.C.

Craigenower 2nd XI	
J. W. Leonard, c. Gahagan, b. Ashworth	83
F. Zimmerman, b. Divett	7
H. Kew, b. Divett	1
E. H. Hanson, run out	2
A. Kitchell, c. Harris Walker, b. J. R. Way	0
C. E. Wong, c. Stanesby, b. J. R. Way	0
Y. Abbas, b. J. R. Way	0
H. Sourbutts, c. Divett, b. J. R. Way	0
W. H. Muskett, c. Divett, b. J. R. Way	0
McElride, b. J. R. Way	1
A. Lewis, not out	12
Extras	10
Total	104

Bowling Analysis	
Skinner	4 0 15 0
Ashworth	7 0 33 1
Divett	7 0 33 2
Harris Walker	2 0 15 2
J. R. Way	7 2 2 18 0

H.K.C.C. 2nd XI	
C. E. Gahagan, b. Sourbutts	11
F. E. Skinner, c. Y. Abbas, b. Sourbutts	7
M. W. Wood, b. Abbas	36
W. W. McKenzie, b. Kitchell	50
G. E. R. Divett, b. Muskett	9
J. R. Way, b. Muskett	4
S. J. Stanesby, b. Muskett	1
H. Bullock, b. Muskett	13
J. H. Ashworth, c. Sourbutts, b. Kitchell	4
W. Harris Walker, c. Leonard, b. Muskett	21
S. J. Jordan, not out	1
Extras	2
Total	140

Bowling Analysis	
Sourbutts	10 2 41 2
Y. Abbas	6 0 36 1
Muskett	9 5 1 48 5
Kitchell	6 1 15 2

RECREIO v. UNIVERSITY 2ND

In a match which produced only 96 runs, the Club de Recreio beat the University 2nd XI by 12 runs, at King's Park.

Bowlers had a day out, the best figures returned being those obtained by Sousa (5 for 14) for the winners. D. Xavier also captured five wickets, but he gave away 23 runs.

For the University, Chan Fook accounted for six wickets for 21. The highest individual scorer on either side was P. J. Remedios (18). Scores:—

University 2nd XI	
K. T. Loke, b. Xavier	10
H. Chan Fook, c. Pereira, b. Xavier	2
Xavier	2
H. Nomanboy, c. Gutierrez, b. Sousa	14
C. Candah, c. Remedios, b. Sousa	2
G. E. Yeoh, b. Xavier	2
H. T. Nomanboy, c. Gutierrez, b. Xavier	3
A. Aziz, c. and b. Sousa	3
P. S. Chen, c. Pereira, b. Xavier	3
E. L. Gosano, b. Sousa	3
P. L. Tan, b. Sousa	0
F. Hiptoola, not out	2
Extras	1
Total	42

Bowling Analysis	
D. Xavier	12 2 23 5
Sousa	11 1 5 14 5
Pereira	3 1 3 0
Gutierrez	2 1 1 0

Club de Recreio	
L. J. Gutierrez, c. Gosano, b. Hiptoola	16
H. M. Xavier, c. Tan, b. Hiptoola	1
H. A. Alves, b. Chan Fook	4
H. A. Barros, c. Chen, b. Chan Fook	4
D. P. Xavier, c. Tan, b. Chan Fook	1
F. J. Remedios, b. Chan Fook	18
G. A. Gutierrez, c. Loke, b. Chan Fook	1
Fook	0
J. H. Figueiredo, c. Loke, b. Chan Fook	0
Fook	0
P. H. Carvalho, run out	4
C. M. Sousa, b. Nomanboy	1
A. P. Pereira, not out	1
Extras	0
Total	54

Bowling Analysis	
Chan Fook	0 1 21 0
Hiptoola	10 2 32 2
Nomanboy	1 4 1 1

R.A.S.C. v. C.S.C.C.

At Sookpoom, the Royal Army Service Corps lost to the Civil Service C.C. by two wickets.

Edmonds, who took six wickets for 27, bowled well for the C.S.C.C. and was largely responsible for the dismissal of the opposition for 75 runs.

The unenterprising manner in which the Civil Service went about their task of getting 76 runs nearly cost them two points, as they won with only a few minutes to spare.

Bowling unchanged, Cole and Simpson accounted for four wickets each for 45 and 37 respectively. Scores:—

R.A.S.C.	
Maj. Langmaid, b. Edmonds	10
Lt. Marshall, hit wkt, b. Edmonds	10
L/Cpl. Lyons, run out	10
Cpl. Crowcroft, c. Paterson, b. Edmonds	10
Cpl. Fennell, b. Robertson	17
W.O. MacDonald, c. Booker, b. Edmonds	0
Pte. Andrews, c. Himmeworth, b. Robertson	0
Dr. Cole, b. W. b. Edmonds	0
Pte. Mackay, not out	0
L/Cpl. Tavlin, c. Randle, b. Edmonds	0
L/Cpl. Simpson, b. Robertson	0
Extras	5
Total	75

Bowling Analysis	
Randle	16 8 17 0
Edmonds	16 8 27 6
Robertson	8 2 1 20 3

C.S.C.C. 2nd XI	
R. S. W. Taylor, c. Fennell, b. Cole	14
E. Himmeworth, b. Cole	14
F. E. Booker, c. Tavlin, b. Simpson	13
H. E. Brang, c. Lyons, b. Simpson	13
W. H. Edmonds, b. Simpson	13
H. F. Harper, b. Simpson	13

BACHELORS' NIGHT

Craigenower Cricket Club's Function

A HAPPY OCCASION

Bachelor members of the Craigenower Cricket Club held their annual Bachelor Ball last night at the Club house. They had their fling and many a married man looked on with envy and some were heard to say that they wished they had remained single.

Judging from the bevy of charming young ladies present, one might safely say that the Benedicts will have their laugh next year on some of the bachelors who were so merry and gay last night.

A Great Success

The function was, as usual, a great success. Although essentially got up for the bachelors, there were many married men present who had been specially invited in order that they might feel what they have lost.

The Club house was artistically decorated for the occasion and a special sitting-out accommodation was put up on the tennis ground adjoining the ballroom. Many couples took to the floor, and quite a happy time was spent by all. The party did not break up until a late—rather, an early—hour this morning.

THE DERBY

Latest Odds on Local Classic

Below are the latest figures quoted by Frank Haytor on the Hong Kong Derby, to be run at Happy Valley on February 25:—

4-1 Wisdom Stag	5-1 Diana Bay
5-2 Piccadilly	10-1 African Eve
10-1 The Goods	10-1 The Tiger
10-1 Grand Duke	10-1 King's Bounty
12-1 Lobster Bay	12-1 Royal Hall
12-1 Silver Queen	14-1 Little Beaver
15-1 Peppermint	16-1 Orlando
16-1 Four Clubs	16-1 King at Arms
18-1 Three Clubs	18-1 Witty Stag
18-1 Empress Hall	20-1 Blue Heaven
20-1 Gay Cabellero	20-1 Peppercorn
20-1 Pippin	20-1 Marquis Hall
20-1 Victory Hall	25-1 Blue Boy
25-1 The Albatross	25-1 Duke of Longchamp
25-1 King's Colour	33-1 Diana
33-1 Chivalrous	33-1 Grey Dawn
33-1 Gold Dragon	33-1 Deception Bay
33-1 Christmas Belle	33-1 Christmas Games
40-1 The Partridge	40-1 Abel
40-1 Christmas Frolic	40-1 Windsor Stag

A. H. Oswick, b. Cole	1
R. G. Robertson, b. Cole	4
S. Randle, c. Lyons, b. Simpson	5
V. Chittenden, not out	0
Extras	6
Total (for 8 wks.)	70
R. R. Davies did not bat.	

Bowling Analysis	
Cole	23 9 45 4
Simpson	22 3 37 4

POLICE v. I.R.C. 2ND

In a friendly match at Happy Valley, the Police R.C. drew with the Indian R.C. 2nd XI.

The batting on both sides was unusually bright. The home team compiled 222 for eight wickets, declared, to which the I.R.C. replied with 151 for five.

T. H. King hit up 77 not out in quick time for the Police R.C. and Meadows collected 43.

For the Indians, A. S. Sufiad batted stylishly for 63 not out.

LEAGUE TABLES

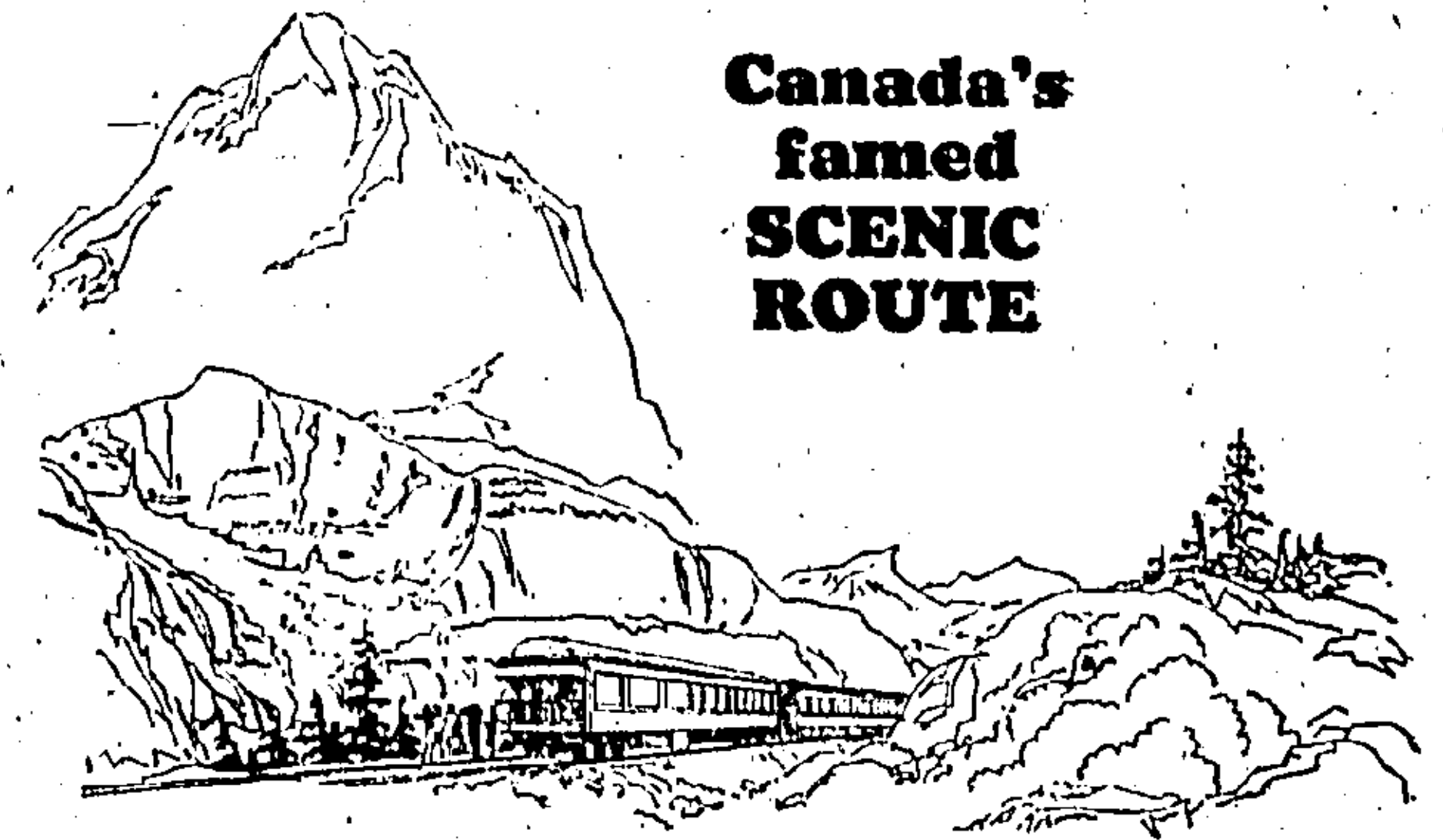
Division I.	
Kowloon C.C.	10
Craigenower C.C.	3
Hong Kong C.C.	4
University	4
Civil Service C.C.	5
Army	1
Indian R.C.	5
Royal Navy	0

Division II.	
Hong Kong C.C.	0
Police R.C.	0
Recreio	7
Kowloon C.C.	7
Civil Service C.C.	7
R.E. and R.S.	3
Indian R.C.	0
Craigenower	3
University	0
R.A.S.C.	7
R.A.S.C.	4
R.A.S.C.	0

TO-DAY'S MATCHES

The following will represent the University 2nd XI in a friendly match against the Police C.C. to-day at 2 p.m.:

A. A. Aziz (Captain), A. Chan	
Fook, G. E. Yeoh, C. Candah	
K. P. Gan, P. L. Tan, A. T. Nomanboy, H. Nomanboy, W. H. H. Gosano, and A. A. Gutierrez	



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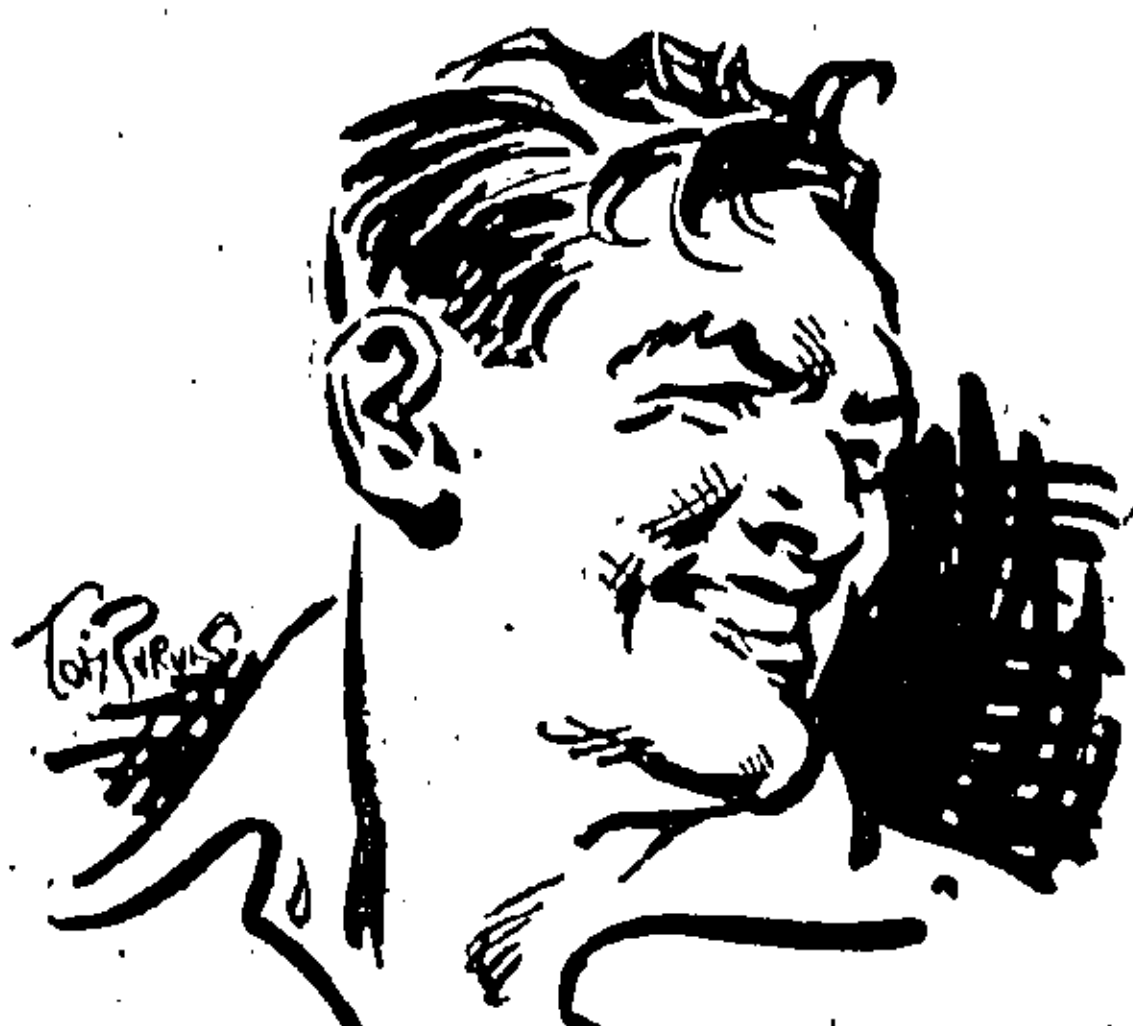


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In the New Territories there exists a number of shallow caves which are popularly believed to have been the haunts of smugglers. A whole cluster of these dug-outs, spread over an area of less than a square mile, may be seen between the top of Shatin Gap and the Shatin Valley. In one or two instances they abut immediately on to the path, and the familiarity they thus offer to passers-by seems to predispose any possibility of ancient origin. Yet many are effectively concealed from view, and may be discovered only either by chance or careful searching. One of these mysterious holes has lately revealed itself owing to the roof caving in; and as it was immediately beneath the footpath the danger to pedestrians was considerable. The caverns are dome-shaped, having a height of about four feet and a circumference of twelve feet. In each a smoke hole or flue and usually a stone oven have been built. The shape closely resembles that of the esquimaux house or the hive-shaped kraals of the Africans. There are traces of a primitive kind of cement having been used, whilst the cave-walls have been excavated in a careful and uniform manner.

The general opinion appears to be that these caves were built by smugglers in the early days of British possession as look out or hiding places when importing

contraband from the sea. This theory is somewhat disposed of, however, by the fact that there is evidence that these caves existed long before smuggling was rife in the New Territories, and by the additional fact that many holes of identical features are to be found far inland in the Chinese territory lying between Shum Chun and Canton. That there were used by smugglers as retreats is a tenable and quite likely theory, since they afford warmth, comfort and shelter from the foulest weather.

An interesting possibility is that these Nomad caverns were excavated many years ago by the nomad tribes who are known to have inhabited the New Territories and the South of China generally. Dug out of the softer strata of sandstone, they bear a curious resemblance to the caves and underground excavations found in various parts of Britain, although they are far less complex in design than the Kentish dene-holes. Local tradition in Britain in some instances traces the use of the dene-holes to smugglers, and, when it is remembered that illicit traffic was common not only on the coast but in the Thames, the theory is at least reasonable that these ready-made hiding places, (which are attributed to the Danes or early northern invaders) difficult of approach and dangerous to descend, were so utilized.

There are three possible purposes for which dene-holes may have been originally used—and this applies equally to the caves in the New Territories—(a) as hiding-places or dwellings, (b) draw-wells for the extraction of clay, chalk or minerals for agricultural uses, and (c) store-houses for grain and other foods. For several reasons it is unlikely that they were used as other than temporary habitations, although they may have been used as hiding-places. The last of the three possible uses for which these prehistoric excavations (at least, in England) were designed is usually accepted as the most probable. Silos, or underground storehouses, are well-known in the south of Europe and Morocco. It is supposed that grain was stored in the ear and carefully protected from damp by straw. The curious smoothness of the roofs of the chambers of the local so-called smugglers-caves suggests that well-made implements were used. Although it is furthest from the writer's aim to mislead readers as to the actual origin of these caves, their similarity to excavations in Europe leads one to make interesting speculations on the culture of the early, migratory races. It is a question that Prof. Shellshear might be induced to take up with profit.

SUNDAY SALLIES.

Pity the poor turkey's pluckers caught in the Fowler's snare!

Some of these Derby candidates are already making great strides.

Some silk merchants can smell an American tourist a mile away.

"Plans for Bias Bay."—The lawn bowls season will soon be here.

A week hence the favourite slang expressions will be "Gee, Gee!"

With half the month gone many of our housewives already look quite spent.

Bowing and Kowtowing is an art which in future will merit a Certificate of Honour.

Newspaper heading: "Infant Welfare Work: What Hong Kong is Doing."—Presumably supporting the baby car industry!

The Kau Sing has caused the Government another \$17,000 and will be causing her commander anxiety for nine years to come.

Newspaper heading: "If Ducks Could Speak."—They'd protest against the same fate as the Naval dinner turkeys and use Fowler language.

Pedagogue:—What is meant by miscarriage of justice? Bright Boy:—One who has seen a condemned cell and now boastfully writes about it.

To-day's award of the Herald Wings is made to the Director of the Royal Observatory for turning off the water tap during the visit of the tourist liner 'Empress of Australia'.

To "Amleted."—The angular shape of your nasal organ may be due to constantly poking it in other people's business.—Try singing, at stated intervals, "John Anderson, my Jo, John!"

The Empress of Australia tourists thoroughly enjoyed their trek along Wellington Street about 1 p.m., when traffic was suspended for the daily filling of the dust cart from several hundred dust bins of all shades and aromas.

Wit is the salt of conversation, not the food.

A cock has a great influence on his own dung-hill.

Laws are not, like women, the worse for being old.

Expert Bridge-players should be faultless in their dealings.

The debate on football control very nearly got out of control.

It is sometimes expedient for social climbers to forget who they were.

Apropos a recent Court case: "When, Oh When, shall I see my erring boy again?"

Some modern poets will be read when Shakespeare is forgotten—but not until then.

Why not a souvenir blazer to the football delegate who spouts the most for five consecutive meetings?

"The Valiant" at the Queen's has nothing on the man who dares to say "No" when the wife wants a new hat.

Says our Portuguese epigrammatist: "Every crowd has a Silva whining."

Or as Byron remarks: Of all the horrid hideous notes of woe Is that portentous phrase, "I told you so."

Apropos accepted tenders by the Government why couldn't Hop Koo supply the rattan furniture and Salmon & Son the prisoners' provisions?

Why is a golf green like Hades? Because the way thither is paved with good intentions.

Hong Kong Calling:—Weather forecast—An ant wave is expected round about Shet, Tong Shui, Formosa Channel—rough. Further outlook—over ship's side. A dense fog, accompanied by hot air emanating from the C.A.O., is likely to spread to the Cathedral and Bohool prize-giving.

An unpopular air: "Kosbie's Farewell."

"Minister Held Up"—Has another Carrera been busy?

Peppermint should be hot stuff for the Hong Kong Derby.

Why "Desert Nights," when the shroffs only call during the day?

"Wanted, cook-boy who can cook."—Also sewing amah who can sew?

"Kaffra Droop"—Says a heading in a financial paper.—Wilt in the heat, no doubt.

"Oil Buoyant."—Says another from the same paper.—Floating on the surface, in fact.

In Shanghai a successful concert was arranged by Mrs. Toone.—Every one must have been in toone.

This week, at a social afternoon, Mrs. Toone and Mrs. Strike will be hostesses.—Strike the lyre?

Peel Street, Hong Kong, should be in great favour during the next five years to those who like to be associated with things gubernatorial.

Be it noted that the date of the Horticultural Show coincides with the day set aside in the Chinese calendar for "Excited Insects!"

Newspaper heading: "Early man in China:—These cold mornings there are no early men in Hong Kong."

One of the Home banks is installing a special system of ventilation in which all the windows and doors are to be kept close.—Sounds funny; but, as one of the customers grimly remarked, it will in future be impossible to get any kind of overdraft!

Discussing the motoring trial by Mrs. Victor Bruce from the Arctic Circle to Monte Carlo, a Singapore paper, says:—"Consultation of a map shows that in the course of the trip a motorist would have to cross seven countries, Sweden, Denmark, Germany, Holland, Belgium and France into Macao."—"The only a coincidence that there is also a Monte Carlo in Macao!"

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HONG KONG, SUNDAY, FEBRUARY 16, 1930.

Personality of Our New Governor

THE subject of the new Governor is one of the chief topics of the
hour in the Colony, as was only to be expected after the "sur-
prise" appointment by the Home Government. The gossip, however,
appear to be more concerned with the personality of Sir William
Peel than with the line of policy he is likely to adopt. The latter
seems so vague and unnecessary a speculation, unless it be for
anaemic, prophetic articles, as to be beyond consideration. What-
ever the future policy of this Colony may be, we may take it for
certain that it will be dictated by the Labour Government, although
there are specious, and, of course, unfounded, rumours being cir-
culated that it will be Sir William's chief task to initiate a Municipal
or Federal Council. But the ways of Dame Politics are dark, and
we prefer to tread upon the sounder basis of knowledge.

Everyone seems to be asking of our new Governor "what is he
like?" and has already given him enough moustaches, beards, blue
eyes, height and stoutness to suit either an Apollo or a very un-
usual gentleman indeed. In appearance, Sir William is inclined
to be stout, but his height and military carriage disperses at once
any idea of *embonpoint*. He wears a greyish toothbrush moustache,
has fair hair turning grey, and striking eyes of a grey-blue colour
which seem to take in everything at once without appearing to notice
anything beyond that which engages their immediate attention. A
born administrator and one used to handling all kinds and con-
ditions of men from coolies to important Government officials, Sir
William is not a man to be trifled with. As he converses with you
in his kindly, interested manner, you experience the sensation of
being weighed-up and examined by those frank eyes. The secret of
Sir William's popularity is his unchanging faith in his fellow human
beings and his love of cleanliness and fair play. His political atti-
tude has ever been consistent and he has worked indefatigably in
the service of the British Empire rather than for any particular
party in power. Sir William has keen insight into human character
and his manner with foolish persons is apt to be disconcerting. He
will not suffer them gladly, neither will he condone inefficiency and
haphazard methods in those under his control. This is not to in-
dicate that he is irritable or even severe, for Sir William is a man
of wide sympathies, but if there is any "hauling over the carpet"
to be done, then Sir William is the man to do it. Not a few Malayan
Civil Servants have tumbled in their shoes over now!

There is little fear, however, that the new Governor will be will-
ing to have a general spring cleaning in the Government depart-
ments directly he arrives, so our local pensioners may await him
with easy consciences and unfeigned delight! There is said to be
no truth in the rumour that a train of highly efficient Malayan Civil
Servants will follow Sir William into the Colony.

The leading ladies of our local Society will learn with equal
pleasure that Lady Peel is a charming hostess, youthful in appear-
ance, and stylish in dress. Both she and Sir William are extremely
simple in their tastes and "Carcosa," their timbered home at Kuala
Lumpur, was almost always swarming with friends and callers.

Both are bridge players, but Sir William is by choice an open-
air enthusiast and nothing delights him more than a ride on horse-
back before breakfast, a set of tennis, or a round of golf in all
weather.

HONG KONG FAIRY STORIES

A Committee of prisoners from
Victoria Jail is being invited to
advise on the selection of the site
for a new jail.

Some of the tourists by the
Empress of Australia naked per-
mission to take away a piece of
Morrison Hill as a souvenir of
"Beautiful Hong Kong."

Spitting in the Star Ferries is
no crime.

Perfect order is now kept
among riksha pullers and chair
coolies on the Hong Kong side of
the Star Ferry.

Anyone caught warbling or
whistling "Singing in the Rain"
on a wet day will be charged with
committing an act liable to dis-
turb the public peace.

NAVAL BASES

As was forecast some time ago
the question of naval bases—
which crystallises into the future
of the base at Singapore—is
being studiously avoided at the
five-Power naval conference in
London. After nearly ten years
of disappointment and undoubted
completion in cruisers and sub-
marines, there is now at least a
prospect, in spite of obvious
Continental complications, of an
agreement for the limitation of
auxiliary vessels. To raise the
question of naval bases, with the
implied suggestion of their aboli-
tion, however, would be to destroy
the basis upon which Britain pri-
marily, and America, with her
Hawaii base, in a lesser degree,
went to the conference with
estimates of minimum naval
needs. The bases have a distinct
bearing on the British-American
agreement which made the con-
ference possible. Their existence
laid the foundation for the elastic
parity which gives Britain a pre-
ponderance of small cruisers and
the United States a greater num-
ber of long-range offensive 10,000
ton cruisers. In the Pacific, the
Hawaiian base entered into the
calculation of American needs.
The risk of the abolition of any
bases might involve the British
Admiralty in new recommenda-
tions of a greater number of big-
ger cruisers, which would im-
peril the existing accord, raise
new problems of defence in the
Pacific, and involve Japan, who
desires a 70 per cent. strength of
the highest 10,000 ton cruiser
fleet, in an enhanced building pro-
gramme. The effect on the con-
ference would be unfortunate.
Consequently the tacit acceptance
of the Singapore Base by Japan,
the explicit denial that America
has officially sought the disarm-
ament of the British Atlantic
bases, and the absence of Franco-
Italian protests at Britain's posi-
tion in the Mediterranean (though
doubtless allowed for in defensive
tonnage figures) give the confer-
ence an added chance of success,
always provided that it is remem-
bered that Britain's problem is
entirely different to that con-
fronting any other Power.

BRITAIN AND EGYPT

No surprise was occasioned by
the overwhelming victory of the
Wafd (Nationalist Party) at the
elections to the Egyptian Parlia-
ment, which has now met with a
new Government under Nuhus
Pasha. King Fuad's suspension
of the constitution alone kept
Mahmud Pasha in power long
enough to negotiate the draft
treaty with Britain designed to
regulate the relations of the two
countries following the raising
of the protectorate in 1922, and
to clear up the reserved points in
the declaration recognising Egypt-
ian sovereignty in that year—the
integrity of the Suez Canal as a
British line of communication,
the protection of foreign rights,
and the future Government of
Soudan, which owes its advance-
ment solely to British adminis-
tration and capital. In meeting the
sovereign demands of Egypt
Britain has gone far in the new
treaty proposals—to the limit,
the British Foreign Secretary
(Mr. Henderson) himself has
said and even beyond that, accord-
ing to the ex-High Commissioner
(Lord Lloyd). The most impor-
tant work for the new Egyptian
Parliament is the consideration of
these proposals, which must be
ratified by Egypt before their
presentation in treaty form to the
British Parliament. It will be
difficult work, for the voices
which wrecked the earlier
Chamberlain-Sarwat Pasha treaty
by extreme demands were raised
again during the elections. For
the nationalists to go beyond the
treaty proposals, which already
reduce the British forces to a
canal defence corps quartered in
the desert, and leave Cairo and
Alexandria—reminiscent of ugly
riots—to the Egyptian police, is
to invite another breakdown and
perpetuate the present conditions.
The British Government looks to
a change of heart from the pro-
posals, but evidence of stability of
Egyptian temperament and ad-
ministration is needed to give an
easy passage to the treaty in the
British Parliament and dissipate
Empire suspicions.

News in Brief

The return of notifiable diseases
for the 24 hours ended at midnight
on Friday shows one case of
small-pox (Chinese), one of
puerperal fever (Chinese), and one
of scarlet fever (non-Chinese).

The annual show of flowers and
vegetables, under the auspices of
the Hong Kong Horticultural
Society, will be held in the City
Hall on Thursday, March 6. The
show will be opened from 7 p.m.
to 7 p.m. Further particulars may
be learned from an advertisement
appearing in this issue of the
Sunday Herald.

TALE OF A COW

**Humour at the Kowloon
Magistracy**

DISSATISFIED DEFENDANT

Li Yuen, of Ma Tau Wei, Kowloon
City, charged Kung Shing, unem-
ployed, with the theft of a cow at
the Kowloon Magistracy on Thurs-
day. Defendant, who admitted the
offence, was sentenced to six weeks'
hard labour.

The sentence apparently did not
satisfy Li Yuen and he came to
Court again on Friday and voiced
his dissatisfaction to Mr. T. S.
Whyte-Smith, who agreed that the
case should be re-heard, and that
the purchaser, whom the complain-
ant said should be charged with
receiving, should be also present.

Yesterday all the parties appeared
before Mr. Whyte-Smith, the pri-
soner, who was already convicted,
being in the dock.

Police Believed Him

It was told in Court that the
purchaser paid \$38 to the defend-
ant for the cow, which he
slaughtered on the same night, and
the police believed that story. It
was the purchaser who gave in-
formation to the police which led to
the arrest of the defendant.

The purchaser, evidently a well-
to-do man in the cattle trade, told
the Magistrate that he bought cows
from anyone just for the purpose
of trade. In this instance the de-
fendant did not tell him that he had
stolen the cow, otherwise he would
have arrested the culprit.

Mr. Whyte-Smith held that the
man should be more careful with
his dealings, and should enquire
first whether a cow had been stolen
or whether it had been lawfully
obtained by purchase.

The purchaser, then, voiced the
same plaint, whereupon the Magis-
trate said: "So, if I brought you a
cow, and told you it was for sale you
would buy it?"

The Interpreter: He wouldn't,
not from you, your Worship.

Not Paid in Full

The complainant said the \$38 was
not paid in full and that the \$7
found in the thief's possession was
only deposit money. Mr. Whyte-
Smith disagreed on that point and
said that he had no reason to dis-
believe that the sale had taken place.
Inspector Elston, who prosecuted,
said that there were not many cow
breeders locally and that most of
the cows came from up-country, by
the Shatin Gap.

The Magistrate said that he could
make no further order than that
the defendant pay over \$7 as com-
pensation to the complainant, who,
his Worship admitted, had rather
bad luck with that cow.

Mr. Whyte-Smith said that the
sentence of six weeks which he had
passed on the defendant, was not
too much for a first offence, although
the complainant disagreed with him.
Sentence of six weeks' hard
labour was confirmed.

TAIPO TOPICS

[From the United Press Staff
Correspondent at the Front]

It was observed that His Excel-
lency the Officer Administering the
Government proceeded last Sunday
from Tsim Sha Tsui to Kwantai by
motor at certainly not more than
20 miles per hour. It is understood
that the deplorable condition of the
road surface and the luxurious
vegetation on the blind corners of
the road were in a great measure
the cause of higher speed not be-
ing attained.

It is reliably reported that a
mosquito the size of a curlew was
killed in the house of one of our
local Magistrates on Wednesday
evening last.

The Society for the Protection of
Mosquitoes has issued a letter to
its members, and to others in-
terested in mosquito life,
in connection with a pro-
posal to provide children's
sanatoria and hospitals with what
are called "tit bells" to attract
mosquitoes in search of food. In
Hong Kong and New Territories, as
in every other country, the letter
points out, there are numbers of
children who are bedridden, and
whose lot it is to lie from sunrises
to sunsets in wards or open-air
verandahs. The letters of these
bed-ridden children are main-
ly bright and happy, but a
touch of pathos is added by
their familiarity with the
dawn, and the long hours that
follow to breakfast time, when the
grass is white with dew, and the
mosquitoes are seeking their morn-
ing meals. Invariably these chil-
dren write about the mosquitoes,
which it is our desire (states the
Society) to foster and encourage.
Every one, the letter goes on, is
familiar with the inverted coconut or
broken bottle for breeding larvae,
but which are now augmented by
the artificial tit bell, designed to
provide the mosquitoes with food,
which is an excellent substitute for
insect food. The proposal is being
made by those whose efforts are
devoted to interesting the public in
mosquito life, to provide manglers,
drinking fountains, and nesting

FORGED NOTES

**103 Found in Woman's
Possession**

NOT THE PRINCIPAL

Six months' hard labour
was the sentence passed by
Mr. E. W. Hamilton, yes-
terday, on the Chinese woman
who admitted the unlawful pos-
session of 103 forged \$50 notes of the
Hong Kong and Shanghai Bank,
which she knew to be forged.

Evidence of arrest was given by
Detective Sergeant R. Clark, who
said that at 7 p.m. on February 11,
on information received, he entered
the first floor of 374, Queen's Road
West by virtue of a warrant.

Mr. Hamilton examined the
warrant and remarked that it was
not signed by a Magistrate.

The Sergeant explained that the
information was received at 5 p.m.
He immediately went to Queen's
Gardens to get Major Willson to
sign the warrant, and, being un-
able to find him, he got the Hon.
I.G.E., to sign it.

Mr. Hamilton remarked that it
was rather curious that the I.G.P.,
should sign his own warrant, but
was assured by the Sergeant that
there was precedent for this.

Banker's Evidence

Speaking about the notes, which
were all dated January 5, 1923, Mr.
G. W. E. True, assistant, Hong
Kong and Shanghai Banking Cor-
poration, said that they were all
forgeries.

When compared with genuine
notes they were slightly longer,
whilst the words "Hong Kong and
Shanghai Banking Corporation" and
"Fifty Dollars" were slightly
shorter. The signature of Mr.
Clark, Chief Accountant, was a good
forgery. The notes could deceive
an ordinary person.

Mr. Hamilton then remarked on
the possibility of such notes finding
their way to the race course, but
Sergeant Clark said that the forged
notes had already been shown to
Mr. Rumjahn and he had been
warned against them.

Magistrate: It is not suggested
that she is the principal? Sergeant
Clark:—No; they had just been
passed on to her.

Addressing the accused, Mr.
Hamilton said that she was aware
that she was not the principal and
that was why he had decided to deal
with her summarily. If he sent
her to the Sessions she would get
a long term. His sentence would
be one of six months' hard labour.

THE S.P.C.A.

**Forthcoming Fancy
Dress Ball**

The forthcoming Fancy Dress
Ball at the Peninsula Hotel, in aid
of the S.P.C.A., promises to be one
of the most successful events of its
kind ever organised in Hong Kong.
There is nothing like success to
create further success, and remem-
bering last year's fancy dress event,
the Committee are working hard to
eclipse the record then achieved.
The very suggestion of a fancy
dress ball conjures up visions of
a merry throng of masqueraders in
a colourful setting, and there is no
doubt, even at this early stage, that
the night of March 7, will be a
memorable one, for many residents
have already intimated that they
are again organising parties for the
occasion. It would be impossible to
secure a better venue than the
Peninsula Hotel, and it is confident-
ly expected that the spacious ac-
commodation will be fully taxed.

A Worthy Object
The object in view is a most
worthy one, and if the splendid work
of the local branch of the S.P.C.A.
is overlooked by some residents,
an opportunity is here given to
assist a most deserving cause, and
at the same time, to enjoy a few
hours in the joyous domain of King
Carnival.

There are but few people who
do not enjoy an opportunity to don
fancy dress, and with the S.P.C.A.
Ball, there is the assurance that the
majority present will be in quaint
attire. Many will remember the
any spectacle last year provided by
the multi-coloured dresses of the
dancers.

It is hoped that those who have
not previously attended one of
these events, will make a special
effort this year, so that the success
may be even greater than anti-
cipated. Full particulars will be
advertised in due course.

The provision of these bells
to hospitals and Spas will not only
do much to brighten the sufferers
in these institutions, but will also
be greatly helpful in spreading a
knowledge of and interest in
mosquito life throughout the com-
munity. The Society concludes
with an appeal for financial sup-
port of the venture.

The Burgomaster stated Tai-po
had adopted a National Anthem
of its own and which is to be sung
to the tune of Hymn, No. 100 A.
and M.

Water, Water, Water
Always Ruddy Well Water,
From Revelle to Lights out,
It's Water, Water, Water.

HONG KONG \$ DIRECTORY

for 1930

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IN FEBRUARY
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THE HONG KONG DOLLAR DIRECTORY CO.
3A, Wyndham Street, Hong Kong.

Hongkong Sunday Herald

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for 1930

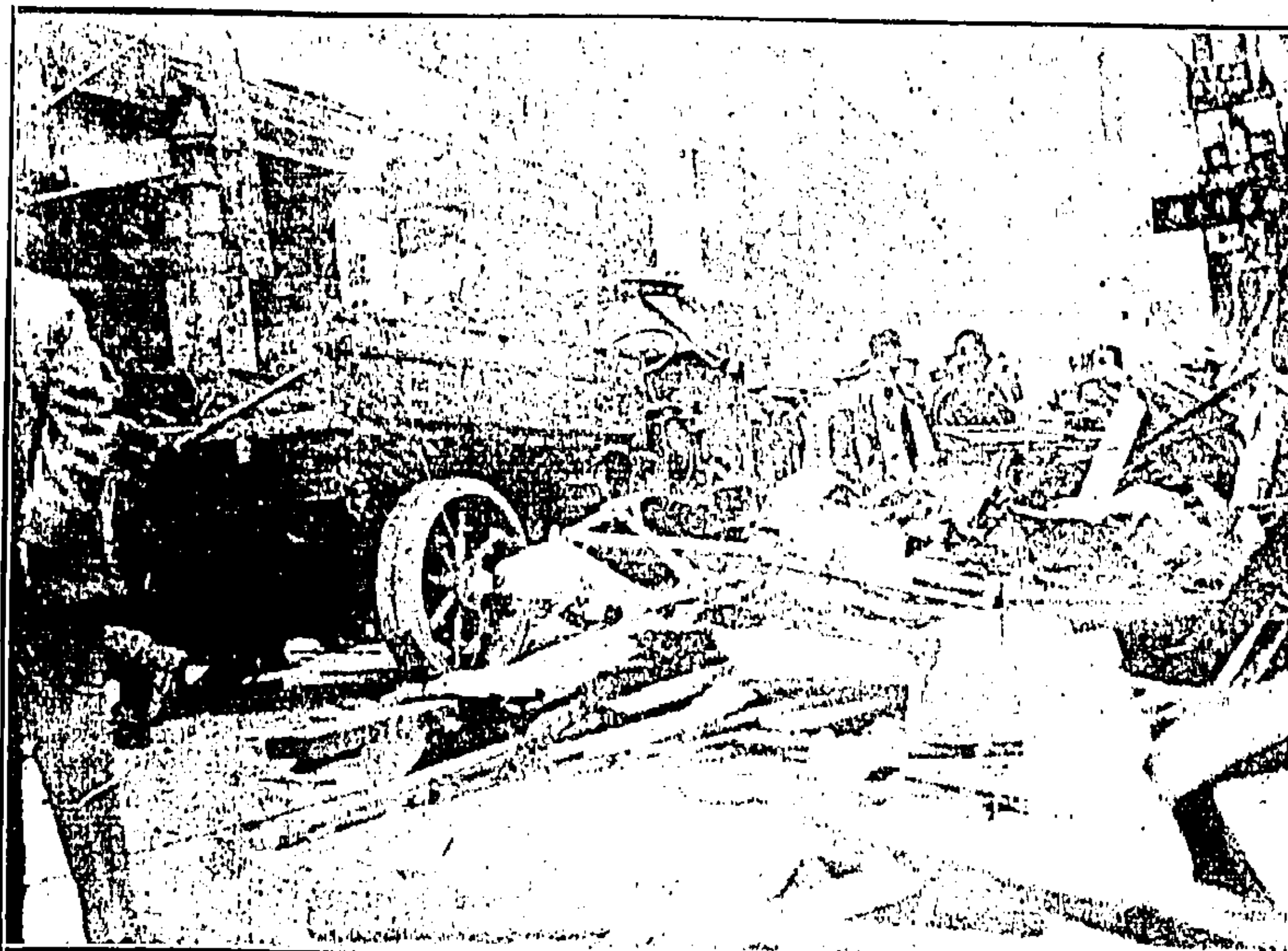
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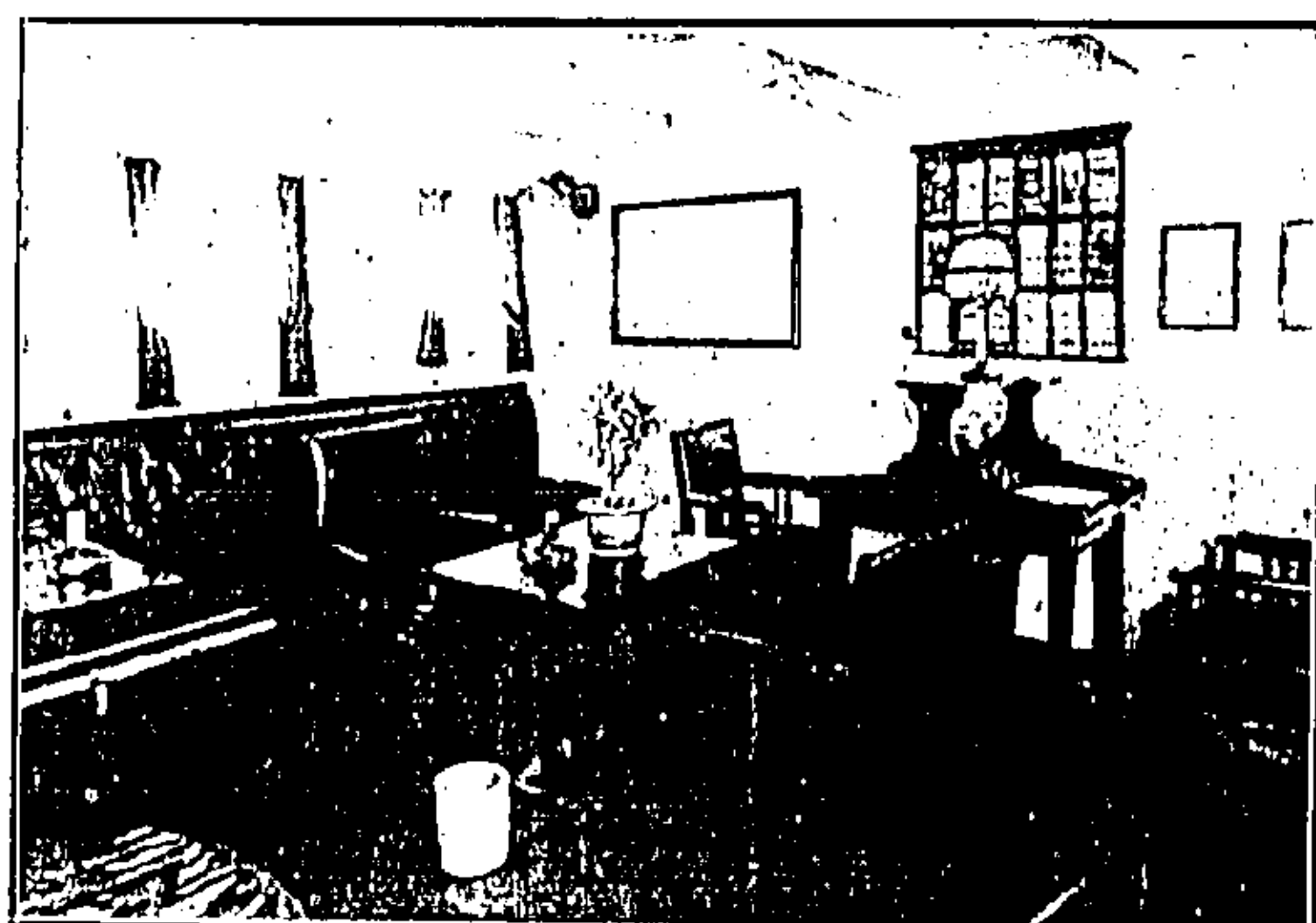
A DERBY CONTENDER.—Picallli, greatly fancied for the forthcoming races, with Cheo Ling in the saddle. Owned by the Hon. Mr. A. C. Hynes and Mr. C. Gordon Mackie, this pony has made great strides of late. Cheo Ling has trained several winners for the Hong Kong Derby. This photograph was taken at Shanghai.



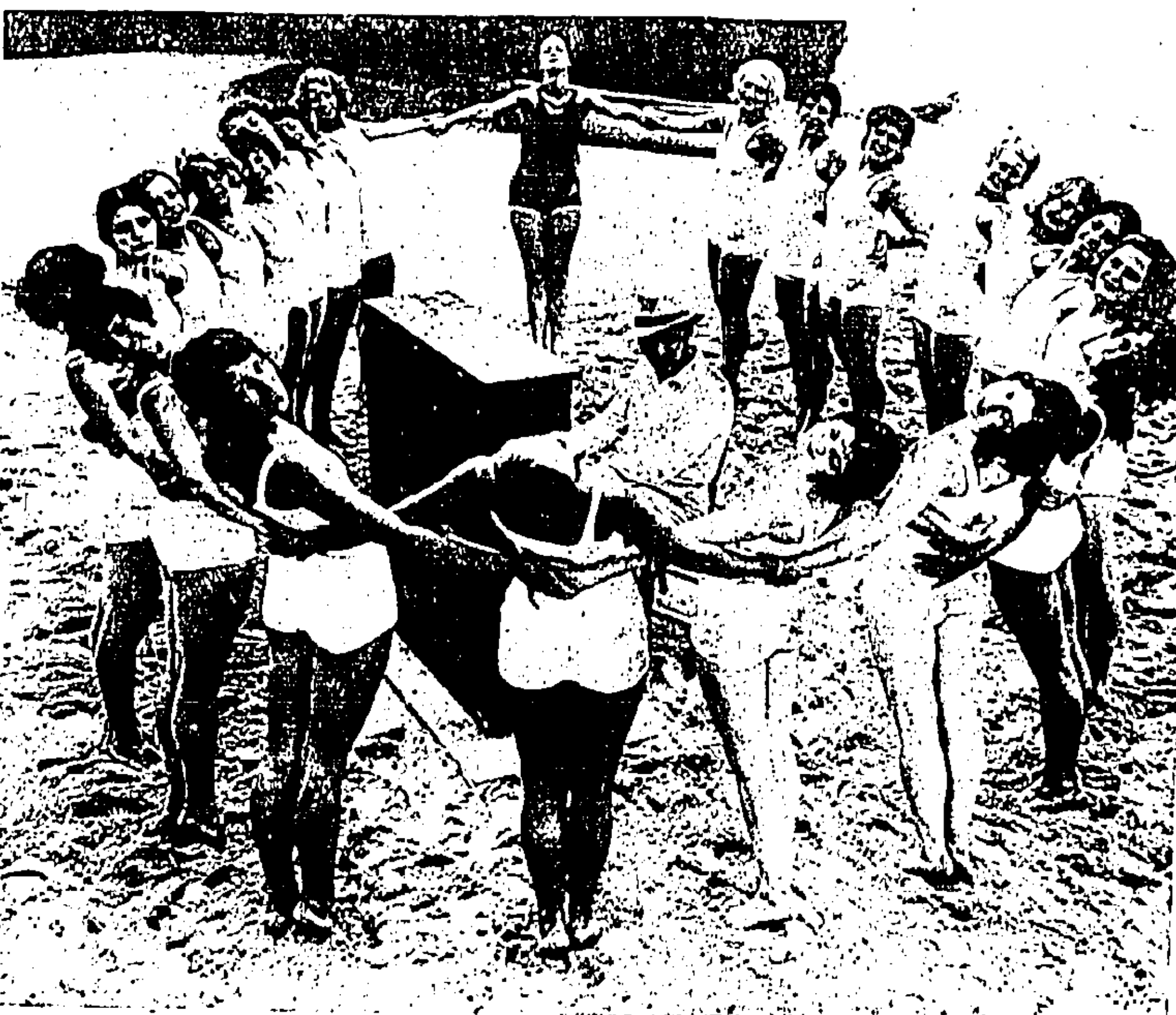
THE CITY ROAD HOG.—The collapse of six verandahs at one shot in Queen's Road Central on Sunday last is said to be the enviable record of this P.W.D.—Lorry.—(Kwong Kwai).



THE DINING ROOM.—A view of the cosy tourist dining saloon on board the N.Y.K. liner Siberia Maru, which has been transferred to the Seattle service.



THE SMOKING ROOM.—The comfortable tourist cabin smoking room on board the N.Y.K. liner Siberia Maru, now transferred to the Orient Seattle service.



DIMITRY TIEMKIN, Internationally known Russian composer and pianist, amid charming surroundings.



POPULAR WINNER.—Sunloch, ridden by Mr. Worrall, being led from the course after winning the Gynkhama at the Regimental steeplechase at Fanling.—(K. Fujiyama).



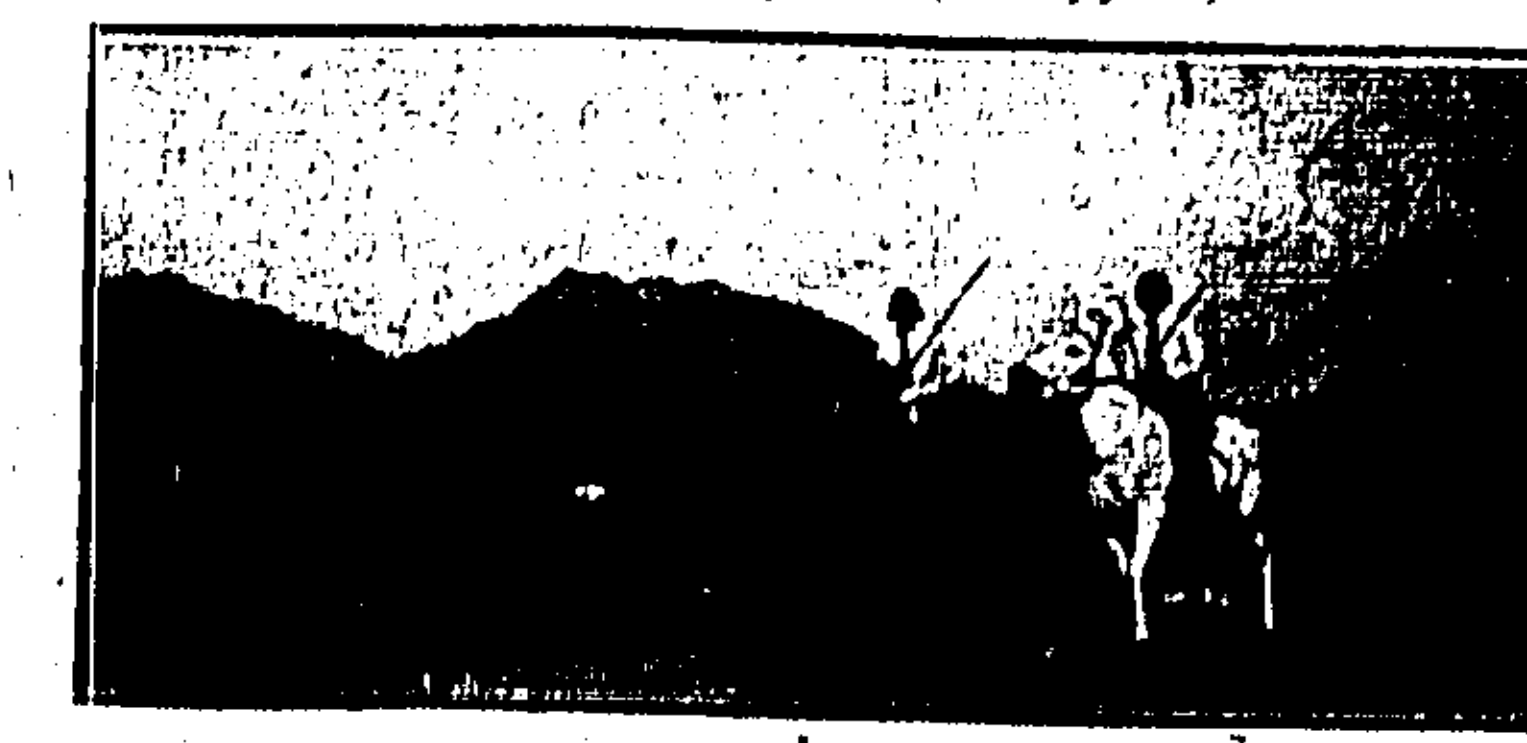
WELL CLEARED.—Mounts gracefully clearing the jump at the Regimental Gynkhama at Fanling.—(K. Fujiyama).



DAVIS CUP PLAYERS.—A group of the Japanese Davis Cup players, who visited Hong Kong on their way to Europe, taken at the South China Restaurant. In the centre of the front row is Mr. Yoshida, the Consul, and on his left and right are respectively Mr. Sato and Mr. Harada, two famous tennis champions.—(K. Fujiyama).



BUSY BEAUTIES.—The United States delegates for the great five-Power naval disarmament conference on the peace ship George Washington, at Plymouth. The delegates' typists seen on board.—(Sport and General).



(At left). — CLERICAL PERSONALITY.—The Very Rev. Wm. R. Inge, Dean of St. Paul's, London, since 1911, and a controversial writer on social and scientific subjects.—(Sport and General).

(Above). — AFTER A GAME.—Mrs. Lake and a friend after a game of quoits at the Fanling Gynkhama.—(K. Fujiyama).



Toothache

with its sudden sharp twinges, or its long-drawn-out boring or raging pain, may drive its victim to sheer despair. Waste no time in trying other remedies—they merely prolong your torture—but take the best help—rapid and reliable—in all painful conditions:

Bayer Tablets of ASPIRIN

that is to say the genuine, original "Bayer Aspirin". In influenza, also, in rheumatism, neuralgia, fever, headache and earache, "Bayer" Tablets of Aspirin have proved their unrivalled efficacy.

"Bayer" Tablets of Aspirin are sold only in the original "Bayer" package, (as illustrated), which bears as a distinguishing mark the world-famous BAYER CROSS.



JUST SEE HOW WHITE THIS SHEET IS!

I NEVER HAVE TO RUB—AND I USE NOTHING BUT Persil!



It may seem incredible, but the millions of oxygen bubbles released by Persil in the washing water actually remove more dirt from clothes than would hours of hard washboard rubbing. The gentleness of these bubbles saves the clothes—no rubbing, no wear. Yet they clean thoroughly—and purify. Persil has valuable germ-destroying powers. You can do the whole washing with Persil—everything!

PERSIL—THE AMAZING OXYGEN WASHER.



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CHOCOLATES AND CANDIES

FOR EVERY TASTE



A box of chocolates, or a pound of candy or toffee is always welcome in the house. See you go to the:—

THE CANADIAN CONFECTIONERY CO.
40, Queen's Rd. C. Opposite Queen's Theatre.

TOURISTS
REMEMBER TO CALL AT THE
KASHMIR SILK STORE
Opposite "Queen's Theatre"
Queen's Road C.
The Noted Store for:—
**SHAWLS, KIMONOS, HOURLI
COATS, ETC.
LADIES' & GENTLEMEN'S
GARMENTS**
Made To Order
Within 24 Hours.



The Woman's Page



CHEESE SAUCE

2 tablespoons flour,
1/2 cup grated cheese,
1/4 teaspoon salt,
Dash of Worcestershire sauce,
1 tablespoon butter,
1 cup milk.
Blend flour and butter together in
saucepan over fire. Add milk. Bring
to a boil over fire, stirring until
smooth. Then stir in cheese and
salt. Add Worcestershire sauce.

One Piece Dress



The latest fashion made in Hollywood portrays
an ensemble consisting of a one-piece dress with
matching coat, of Conrad green velvet, with red
for trimmings and insets of white and darker
green velvet and gold lace.

A COLOUR SCHEME

For better dresses, have the minimum in number and as good as one's purse will allow. If one purchases or has cheaply made an afternoon or race frock, that one is never happy in, in a very short time it is discarded and another and yet another takes its place, whereas one would have managed with and enjoyed one really nice frock for quite a long time. So, roughly speaking, if three cheap ones only equal one good one where is the economy? It simply means that after a period of wearing clothes that one is never quite happy in (very bad for the morals and temper this), one fine day one kicks over the traces, and, plus all the cheap clothes already in the wardrobe, purchases an ultra-expensive outfit and feels recklessly happy but bankrupt! It is a great thing to have a colour scheme and stick to it. This is hardly an original remark, but it cannot be too often remembered. So often it is the accessories that cost more than the dress unless one has considered a plan of action carefully beforehand. When a new dress demands a new hat new shoes, bag, etc. the grand total is staggering, whereas with a little forethought we could have purchased two outfits with matching colours for the same outlay.

CRAZE FOR GREEN

Margaret Carlton writes in the
Strait Times:—

Not to have at least one green evening frock is, let me tell you, to be very unfashionable indeed. Not light green, nor that vivid "salad" shade—both of these have, for the moment, had their day—but the old-fashioned bottle-green that one associates with huntmen's coats in sporting prints.

I have just been feasting my eyes on a bottle-green lace frock that is shortly to make its debut at a hunt ball. It was cut with low shoulder line at one side and had a little cape at the back, which formed a sleeve over one arm, kept in place by a simple silver strap fastened by a jewel. The skirt was tight-fitting, flaring into two flounces from the knees, with a trained effect at the back. At the waist was a narrow silver belt, and underneath was worn a matching crepe-de-chino slip.

And this same shade carried out in net a gown designed on Princess lines, flaring below the knees into innumerable tulle flounces, strewn with shaded green sequins.

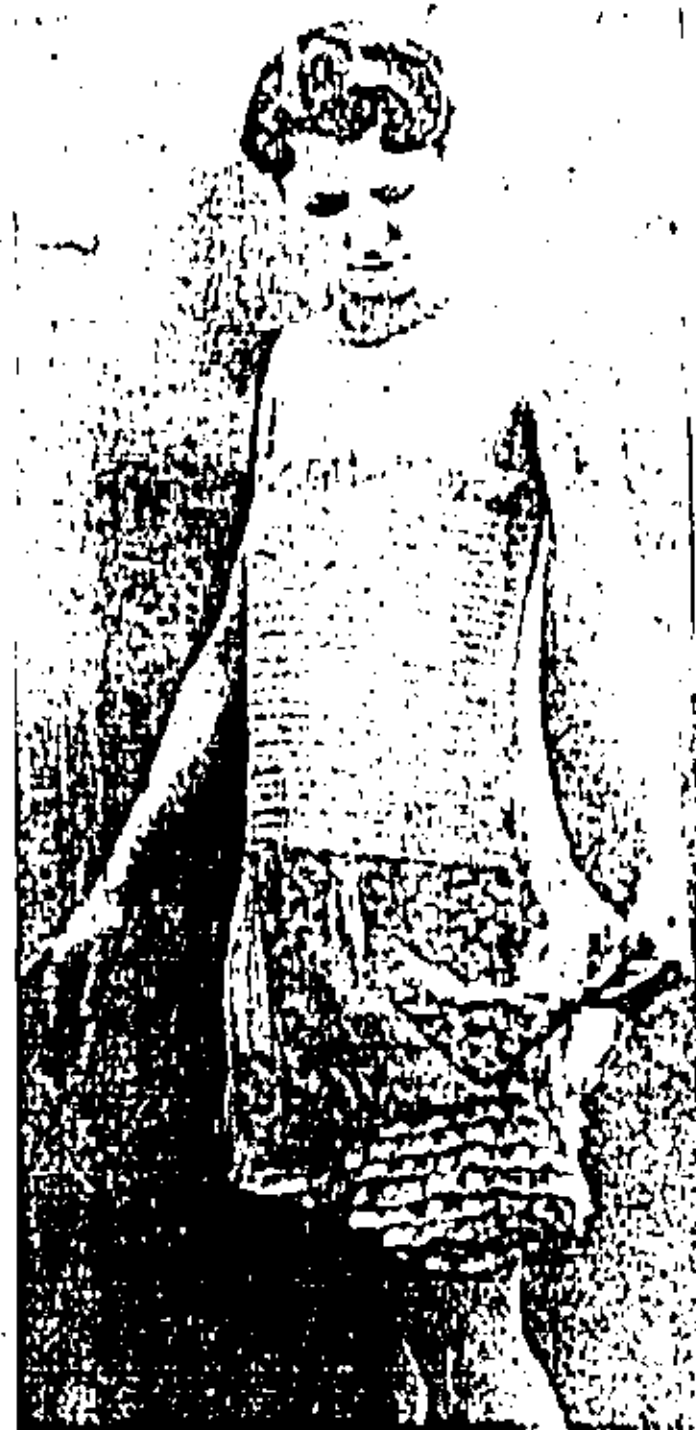
The vogue for green has even extended to the finger nails, and one sometimes sees these (luckily, not often!) lacquered quite a dark shade to match the frock, whilst certain beauty specialists are recommending a green powder for the eyelids and under the eyes. This, as a matter of fact, is not unbecoming, for it gives rather a pleasing shadow effect.

AN EVENING FROCK

One of the prettiest evening frocks seen this season was of dull rose velvet, the most interesting part about the design being the difference between the front and the back. In front, the bodice was loose at the neck so that it formed a pouch, and the swathed skirt passed the knees by only a few inches. But, at the back the neckline sloped to a deep U, and the skirt hung to the ground.

Needless to say, a mannequin whose walk was superb was chosen to parade this frock, otherwise the sudden dip in the skirt might have looked bedraggled and without line.

Dainty Lingerie



An attractive chemise and knicker garment combined, the chemise being of tucked chiffon and lace, with knickers to match composed of little frills. A creation of Marshall and Snodgrass, London. (Sport and General).

FALSE ECONOMY

I have done it again, ejaculates a correspondent in the Singapore Free Press. Economised strictly for weeks and then gone out one fine morning and recklessly purchased an outfit that brings my economising to less than nil.

In these hard times, and it falls to the woman's lot to cut down all sorts of expenses in the home and in her own personal shopping. One comfort is that except for the favoured few, we are all more or less in the same boat, and I comfort myself that I am not the only one who has "gone a bust" on clothes after weeks of strict restraint.

However it will be cheap in the long run, as I have learnt my lesson in regard to what is real and what is false economy. To begin with, if one has a good dunny—even if he be a little dearer than his fellows—stick to him! Also one learns to be selfish over this.

Once these same dunnies get so much work that they cannot possibly attend to it, all personally, the risk is that one fine day a good dress is ruined by bad cutting and we are dollars to the bad, as most of us would rather wear an old frock decently cut than the newest non-descript garment.

It is far easier to manage with very few really good things than quantities of the "just not quite right" type of garments, and in the long run it is much cheaper.

"GIVING THE SHOW AWAY"

Evening dresses are seldom a real success when locally made, as there is generally just some trifle that "gives the show away." But by judicious shopping, or by a friend at home sending us out a model from time to time, this need not be a big item, or one that needs replacing too often. Economise on day clothes and buy an occasional good model frock for better wear.

Good silk stockings are really far cheaper here than at home, and this is a great help. Silk too is very reasonable and excellent in quality, and we can indulge in everyday silk "undies" without a qualm of conscience.

Heavy winter garments, furs etc. are only needed every few years for "leave," so really it seems in many ways that our "pin money" ought to do us fairly well.

We wear the same type of garments practically all the year round, so do not need the number and variety of things that would be necessary in other climes.

PARENTS BLAMED

Don't be over-worried if your young son suddenly exhibits a desire to take things—in other words, steals. Above all, don't get excited and punish him.

All children in their infancy have "taking ways," according to Dr. H. M. Tiebout, of the Institute for Child Guidance in New York City. As they grow older they have to learn to distinguish between things which are theirs and things which are not.

Of supreme importance in learning this distinction is the development of a sense of ownership. This encounters difficulty—first, if the child has no objects of his own around which to build a feeling of possession; second if the child has so many objects that his feeling of possession becomes diluted; and, third, if the child is not allowed full latitude in the use of his possessions.

Taking things which belong to another becomes stealing at the time when the child should be observing the distinctions mine and thine and yet is not doing so. In most cases of stealing Dr. Tiebout finds the parents more to blame than the children because they failed to train them properly.

PAPIER MACHE FURNITURE

Apparently, papier mache work is becoming very rare, for there are no large workshops making furniture in papier mache nowadays. Jewel cases, tables, and chairs are collected by people who find this work charming, and very valuable because it is so rare. Trays are part of most of these collections.

It is said that the flower designs have, in some instances, been done by an artist who would spend many hours over one blossom, rubbing it out several times if he was not satisfied with his work.

Seasonal Stylish Coat



A chic merger of fashion and geography is the new travelling coat introduced from Paris. An Arctic scene is skillfully embroidered upon the lining of a new winter wrap.

NEW ELECTRIC BULB

A novel means of illumination for the dining-room this winter is a new electric bulb which burns—not incense—but scent, in a special fixture at the side. The bulb is an ordinary electric lamp. Of course, the best way of using the scent-bulb would be to have the globe placed in the centre of some artificial floral decorations, or in a real, flowering plant; then, as the globe becomes warm, the perfume filters into the room.

MRS. BETEN.

The Peninsula Hotel Hairdresser
Specialising in
Permanent Waving, Hair Dyeing,
Finger Waving, Marcelling,
Hair Cutting, Scalp Treatment,
Dandruff Treatment, Electrical
Massage, Moles and Warts Removed,
Peroxidizing, Hair Removal,
Rejuvenating Masque,
Eye Brow Pluck, Shampooing,
Facials, Acne (Pimple) Treatment.
Manicuring for Ladies &
Gentlemen.
Tel. K. 631, Room 34.

DRY CLEANING

To begin with morning washing frocks can be quite well made if we have discovered our own particular tailor locally. But it is a waste of cash and energy buying cheap voiles or cotton of the ordinary printed kind.

These fade so quickly and look so flimsy and cheap when they have been washed. The extra cash expended on guaranteed fast colour cottons is well repaid, for they look nice for ages. In fact one is tired of them long before they are worn out, but if we are handy with our needles they can be cut up for rompers for the babes and so come to an honourable end!

Some tailors may not cut well but copy excellently, and in regard to cotton frocks, if you have a really well cut one for a pattern, it is a good plan to let him copy it with variations in detail and trimming. A good foundation cut is the main thing.

Washing silks, if they are to visit the laundry often, should be chosen with care. Some of the local silks wash and wear marvellously well,

JUDGING A DANCE FROCK

It is not usual to see a crowd of women peering into the shop window of a tailoring establishment devoted to men's wear. The attraction was just this: to give a note of originality to a display of men's evening clothes, a feminine dummy, wearing a dance frock, had been placed against a masculine dummy, in a realistic, dancing pose. The frock was unexceptional, but what interested most of the women was the effect of the frock against the black and white background of the men's dress clothes. One wished it were possible always to judge a dance frock in such surroundings before buying it!

especially those of the striped variety. White silk, of the cheaper kind especially, goes yellow quickly with washing, but a pink petticoat will help out a yellowed dress and give it a new lease of life!

If possible for the first few times it is a good plan to have even the morning silk dresses dry cleaned.

THE DOLLY VARDON HAT SHOP

St. George's Building, Opp. Savoy Hotel, Chater Rd.

HATS FOR THE RACES



Your skin needs special care
in Winter

Let
"FINE-O-XINA"
do it.

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Beauty Parlours and Dispensaries.

ALEXANDER'S INSTITUT DE BEAUTE

ALEXANDER'S PERMANENT HAIR WAVING is the Ideal Wave. It is a new way of winding the hair from the ends toward the scalp—large, soft, smoother and more natural.

Pedder Building,
1st floor, Room 5,
Telephone C. 5169.

CHARGES MODERATE



We are the only specialists in Hong Kong who are skilled in the art of

FINGER and MARCEL WAVES.

Shampooing, Henna pack (any colour) Massage, Hair Cutting, and Manicure for Ladies and Gentlemen.

A visit will convince you.

Opposite entrance Hong Kong Hotel.

Pyjama Suit



A wonderful three-piece pyjama suit composed of hand embroidered crepe de chine with cuttee and wide pieces which look like a skirt. Marshall & Snodgrass, London. (Sport and General).

MERCERISIN

USED AFTER LAUNDERING
Brings back to Art Silk
Mercerised Cotton & Silk

The Original Silky finish and
Gloss, Crisp Silky Touch and
Sterilisation.



SIMPSON & CO.

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BY
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LATE OF

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PRIZEWINNER AT

AMERICAN MASTER'S HAIRDRESSING
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JULIETTE BEAUTY SALON.
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For good honest service — and
thorough musical enjoyment —
select a

MOUTRIE PIANO

Constructed throughout from the
finest materials obtainable — and
fully guaranteed.

Ask for particulars of our terms.

S. MOUTRIE & CO., LTD.
CHATER ROAD.

JUST RECEIVED STOCK OF LYTERLIFE

The Non-Liquid lighter fuel
Produces a clear white flame
No smoke — No Carbon

SENNET FRERES

Marcel Heimendinger & Levy.
(Successeurs.)
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AN IDEAL RENDEZVOUS FOR A
QUICK SNACK, TIFFIN, TEA OR
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Installed, Overhauled and Repaired.

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LOWCOCK & HO**

China Building, Queen's Road C.
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La Mode Beauty Shop

FOR
LADIES and GENTLEMEN.

Hairdressing and Manicure
by Expert Operators in
Hygienic Surroundings.

TO BE WELL GROOMED, PAY US A VISIT
39A, QUEEN'S ROAD CENTRAL. 1st Floor.
Entrance Pandora.

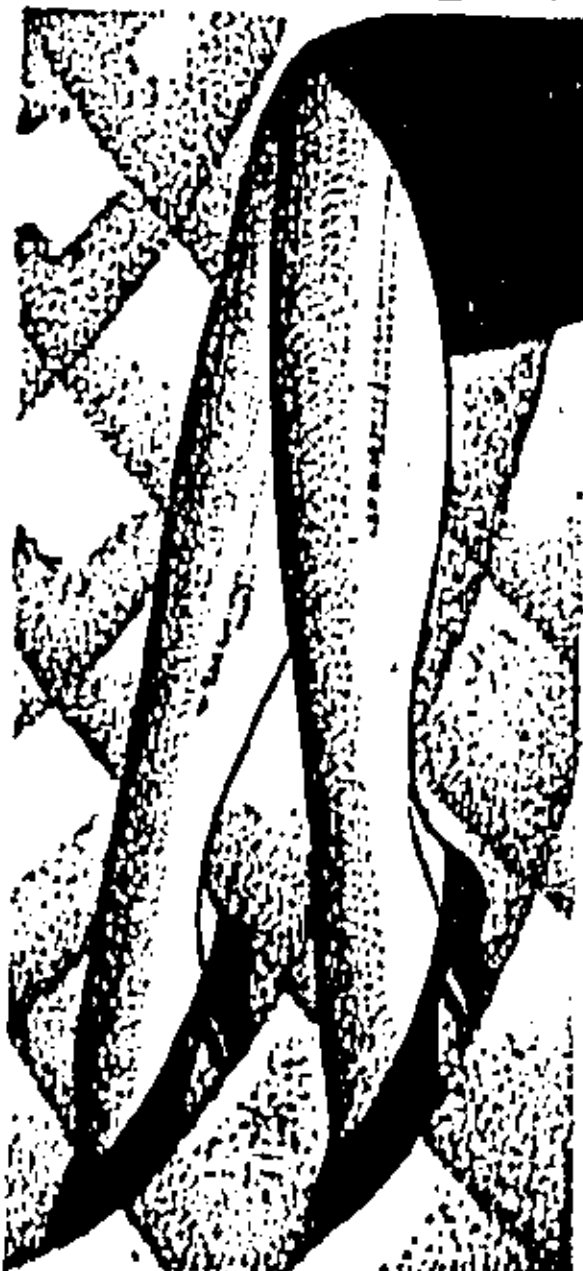
BONZO

By George Studdy



"THE ARISTOCRAT OF SILK STOCKINGS"

ARISTOC



ARISTOC hosiery—knitted of finest pure thread silk is
unsurpassed for its soft lustrous sheen, and its
DURABILITY. Fully fashioned and reinforced at points
of wear, it is the consummation of alluring daintiness and
hardwearing strength, enhanced by the new slenderising
Point Heel which is now so essential to the well dressed
woman.

Aristoc hosiery is a British product that has achieved
ultimate perfection in hosiery; perfection in appearance—
in texture—in wear and in sheer silky charm, hosiery that
is known all over the world to be the finest obtainable; on
the Riviera—at Cairo, Cannes or New York—women of dis-
tinction are wearing Aristoc stockings, with the graceful
Pointed Heel.

Ask for

Aristoc

(Regd.)

"The Aristocrat of Silk Stockings"

—when next you buy hosiery, and ask for the new Point
Heel. Obtainable in all the latest Parisian colours.



THE PERFECT COMPLEMENT TO THE WELL CUT FROCK

ARISTOC

Regd

"The Aristocrat of Silk Stockings"

Exquisitely soft, pure silk stockings of alluring daintiness;
so finely knitted so delicately fashioned that not a wrinkle
mars their smooth slimness. Stockings with personality,
delicate yet compelling in their very simplicity of line and
design, pure silk stockings—miracles of silky loveliness.

SHADES

BEIGE, MIRAGE
BUBINGA, MOONLIGHT.
GREY, ROSE, GUNMETAL

\$6.50

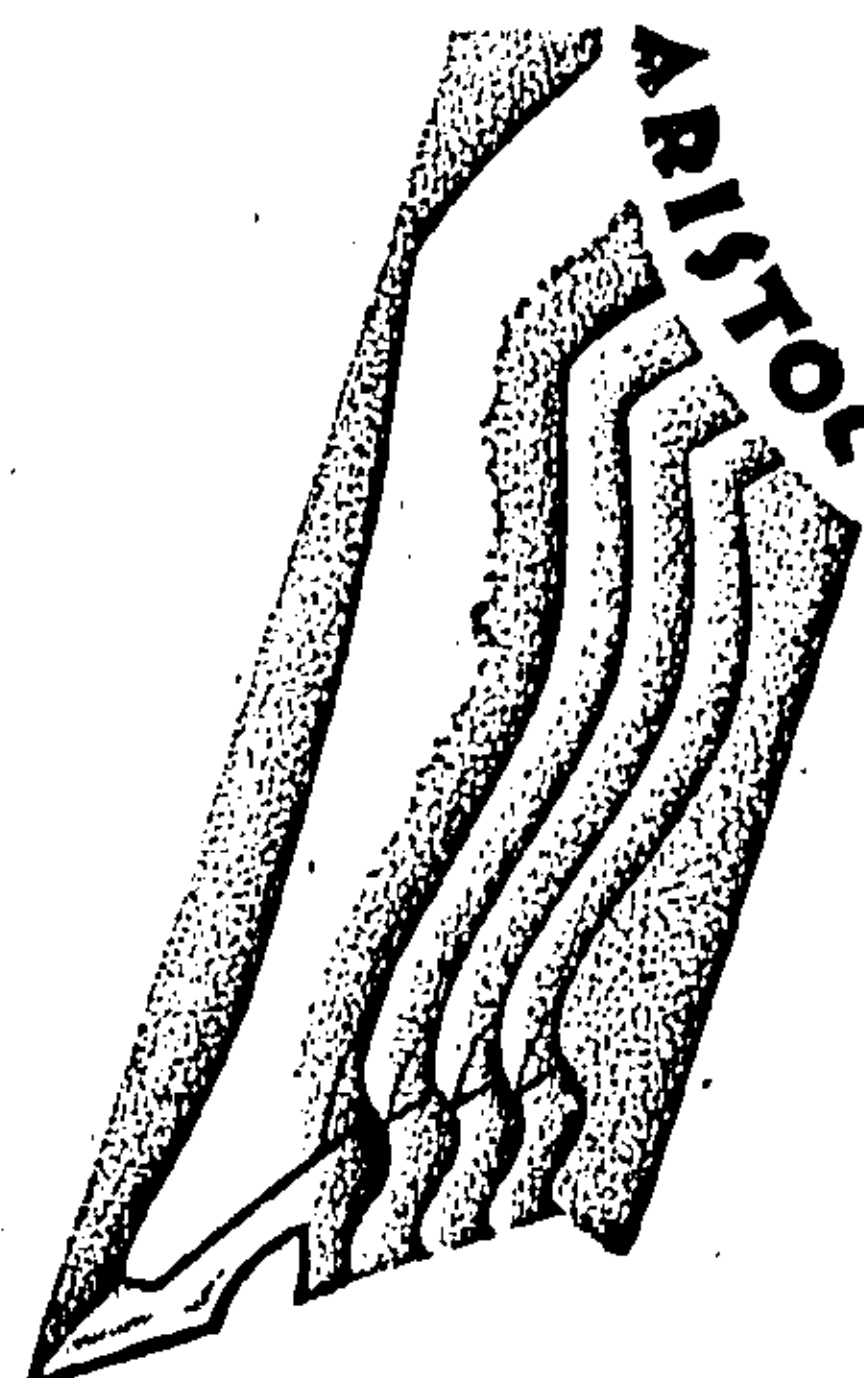
Pair.

SHADES

GRAIN
FRENCH NUDE
GUNMETAL
TOURTERELLE

\$8.50

Pair.

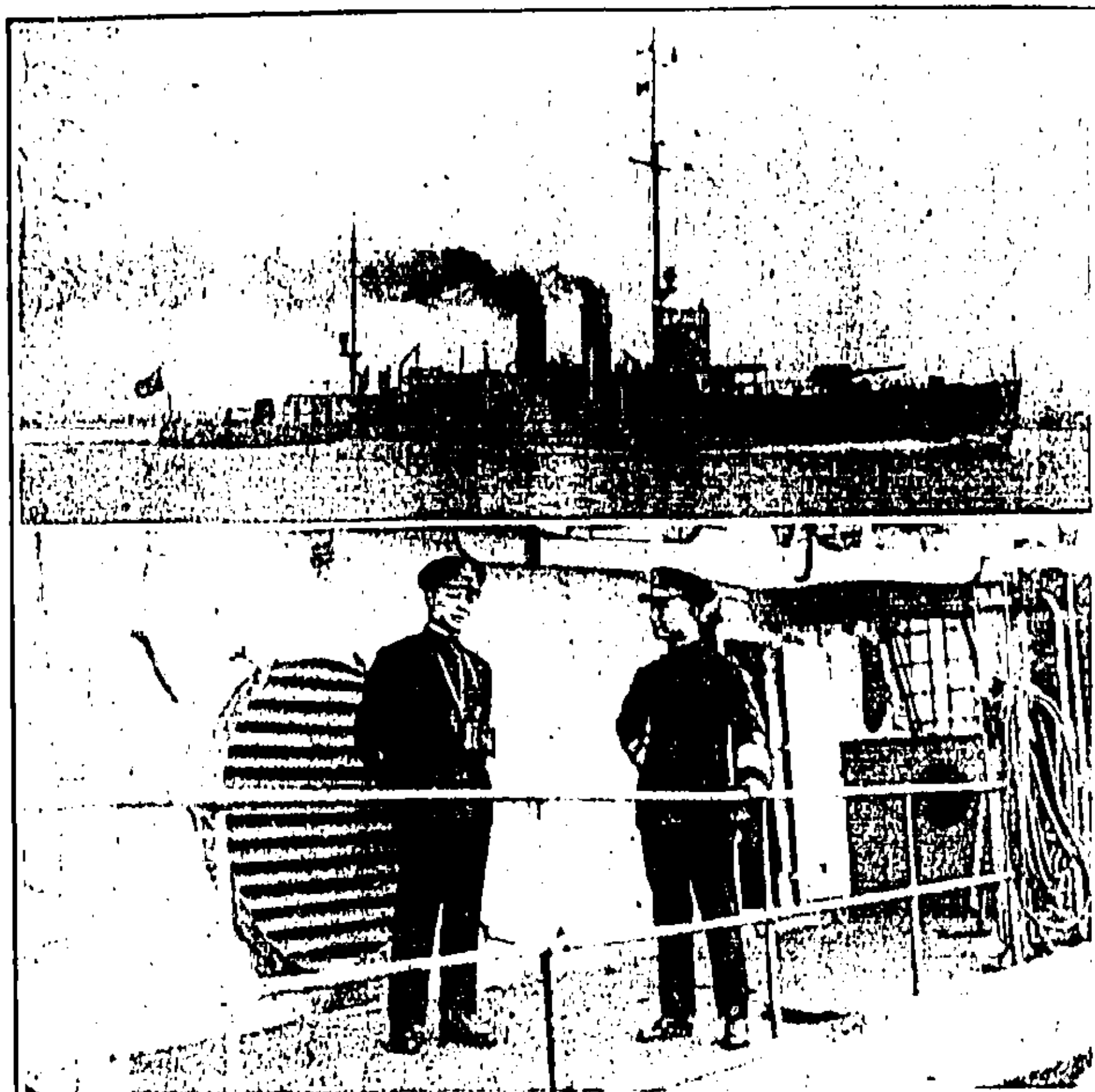


WHITEAWAY, LAIDLAW & COMPANY, LIMITED.

HONG KONG.

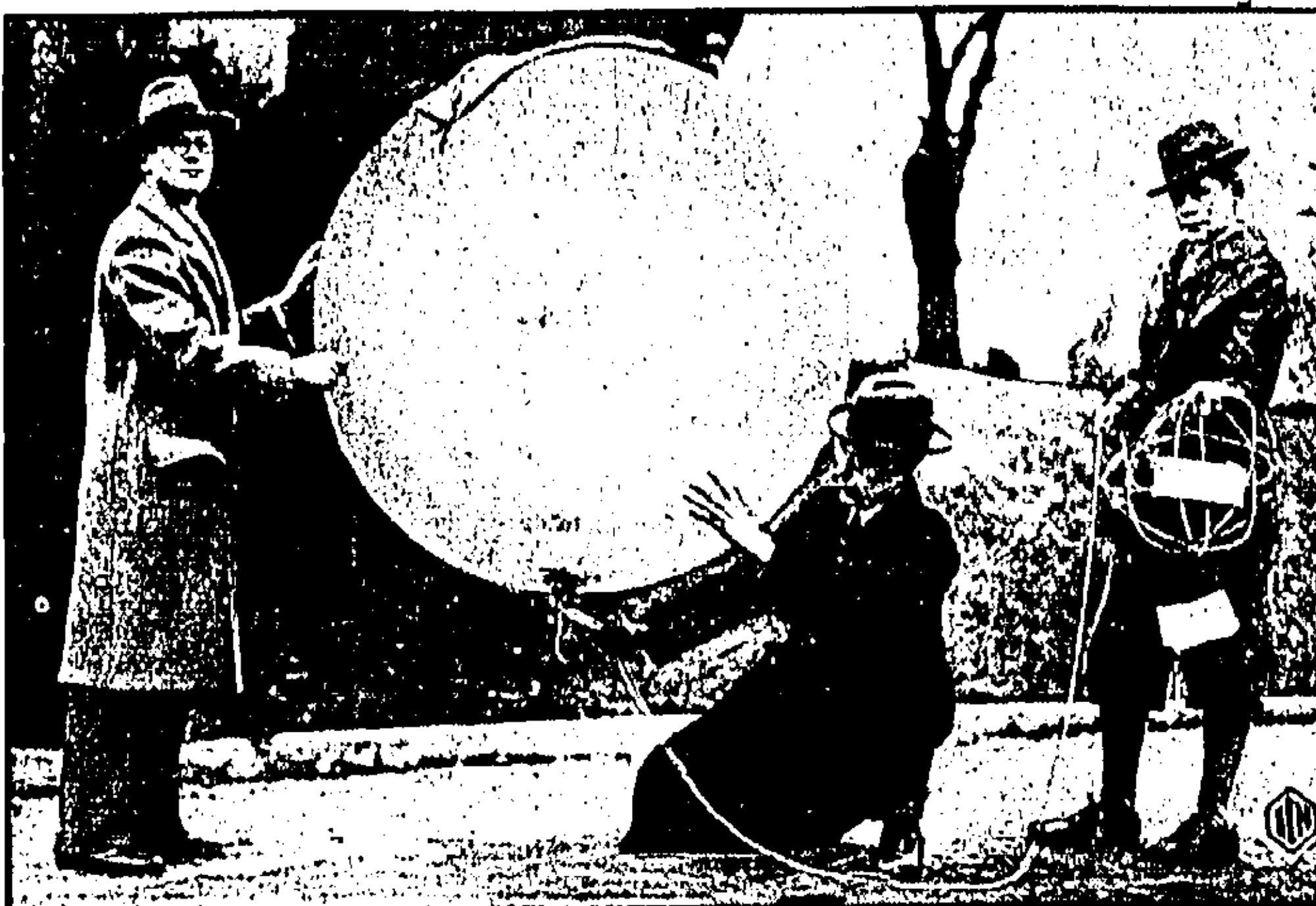
ROUND THE GLOBE IN PICTURES

New Chinese Gunboat



A successful trial trip of the "Ming Chuan," a newly built Chinese gunboat, was made recently on the Whangpoo beyond Lungchow. In the lower photo, Admiral Chen Shao-kuan, Vice-Minister of the Chinese Navy, and Commander S. K. Li, of the "Ming Chuan," are seen on the deck.—(Chung Hwa Studio).

Regions Inaccessible



Preparations are being made for the release of one of four rubber balloons to record scientific data at heights of from ten to fifteen miles where the rarefied atmosphere makes human investigation impossible. At this height, the balloon is burst by the outward pressure of the gas and the meteorograph falls to the earth, with its record of atmospheric pressure, temperature and humidity.

China's Civil War



Wounded soldiers lying on their stretchers on the open platform of the railway station, Leyang, China, where they are awaiting the train that will carry them to the city hospital at Chengchow. The National Government was "on the brink of collapse" when the tide of battle finally turned.

Waving the Red Flag



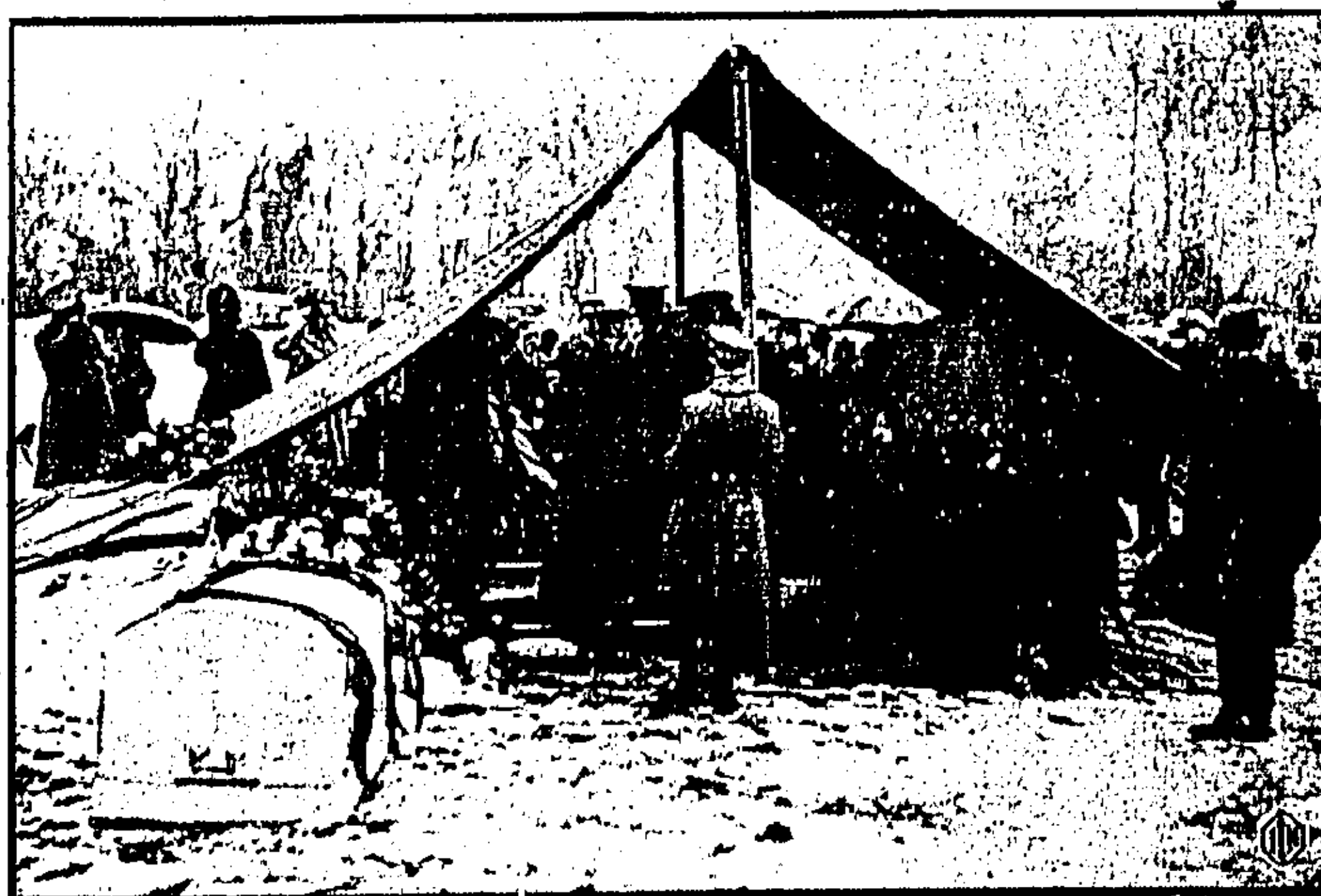
View of the Communist demonstration in front of the Mexican Embassy at Washington as paraders, many of them young girls, bore signs denouncing Ortiz-Rubio, President-elect of Mexico. Several were arrested after Ambassador Tellez protested, but were later released.

A Peep Show



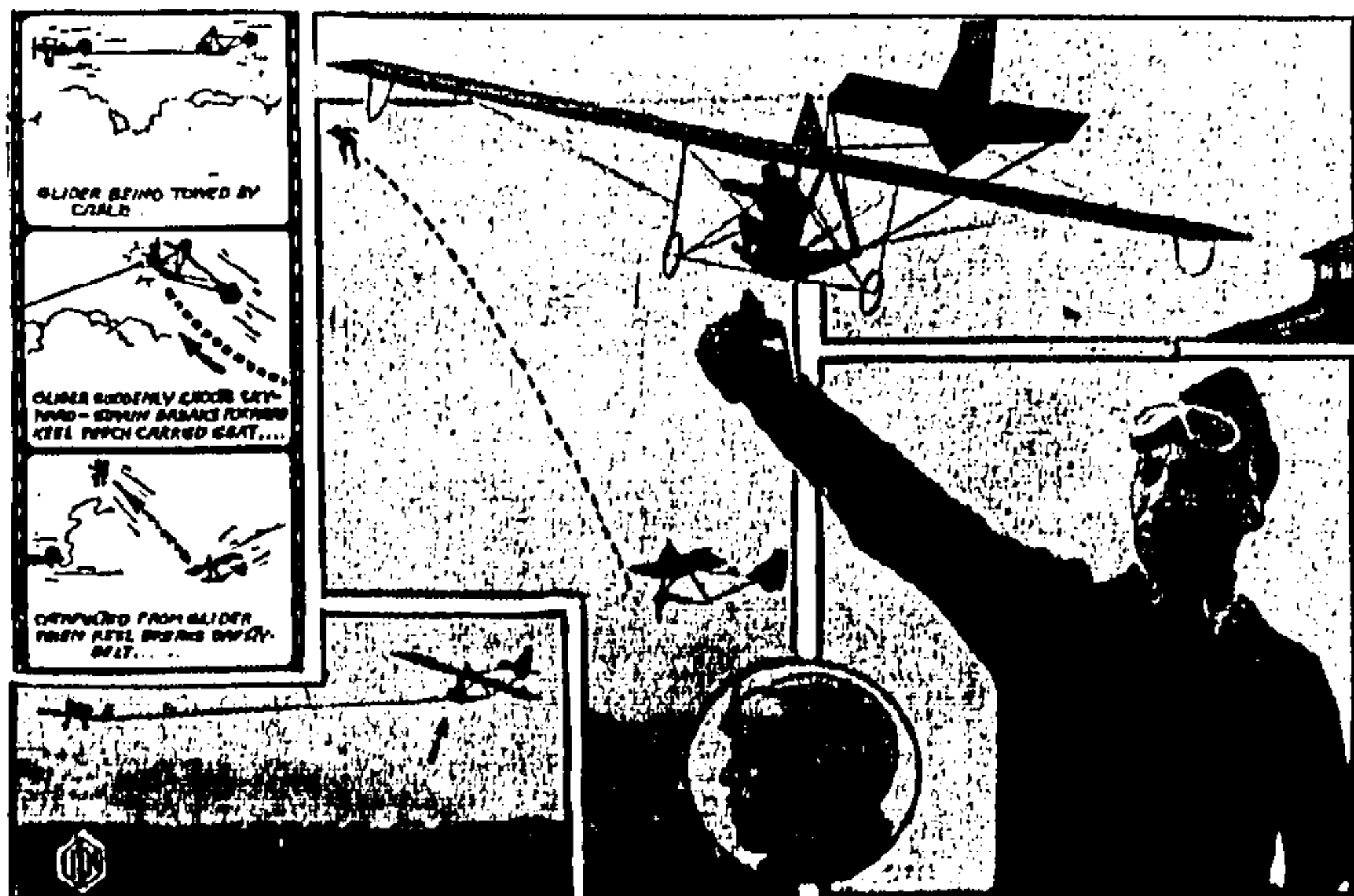
An interesting photograph taken in Shanghai by Mr. L. W. Chamberlain, of the National City Bank, and exhibited at the photographic exhibition held last year by members of the City Bank in China and Japan.

Army Pilot Buried



A general view of the funeral services conducted for Captain Harry A. Dinger. Full military honours were accorded the man who piloted the plane which crashed on Bolling Field, Washington, causing the death of five, including Congressman Kaynor.

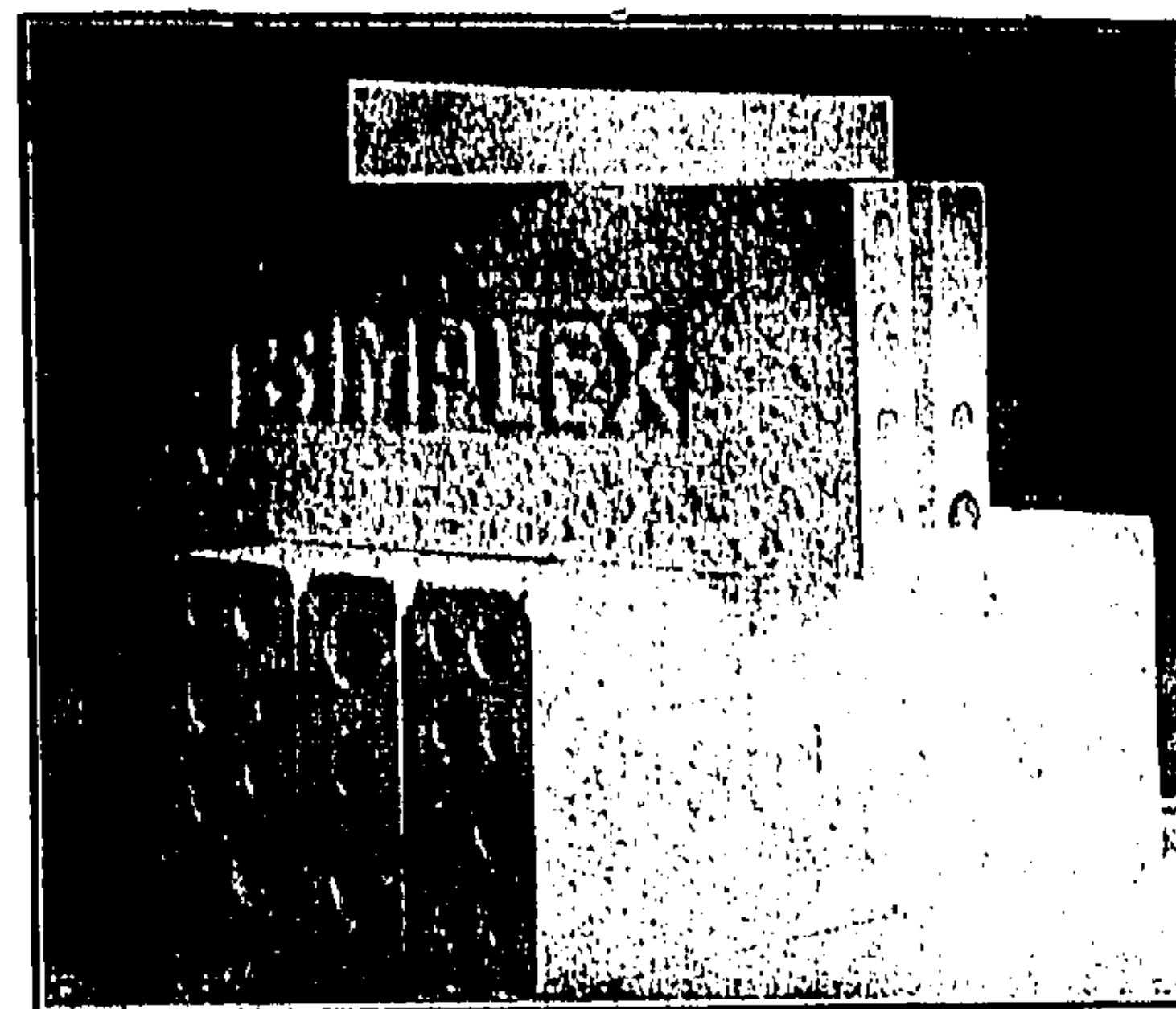
Glide to Death



Charles J. Ferguson, President of the California Gliders' Club, gave his life in an attempt to satisfy his ambition of gliding across San Francisco's Golden Gate to Fort Barry, with his glider towed by a plane. Pictures show the take off from height of twenty feet with glider attached to a biplane. In an instant the glider shot to an altitude of one hundred and fifty feet and the crash occurred. Accompanying the pictures is an artist's conception of the tragedy.

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FIRE PROOF & VERMIN PROOF.



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BREVETE

The latest and finest Watch in the world.
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**Beauty is marred
when gums break down**

Daily care may safeguard beauty and youth from such dread diseases as Pyorrhea, Gingivitis and Trench Mouth—diseases that attack undernourished, underexercised gums—diseases that only expert dental treatment can thwart when once contracted.

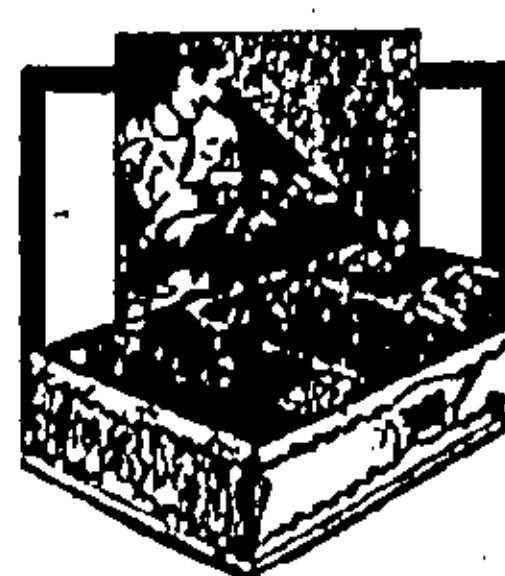
So avail yourself of the skill of modern dentistry. Brush teeth and gums, every morning and night, with the dentifrice designed to help keep gums firm and sound, so protecting them from disease. This dentifrice is Forhan's for the Gums.

Nobody's immune from the attack of dread gum diseases... you may be next! As a preventive measure, see your dentist at least twice a year and start using Forhan's daily. When you use Forhan's, notice how much better gums look and feel and the way it cleans teeth and helps to protect them from decay will delight you. Get a tube from your druggist—today.

Forhan's for the gums

★ 4 out of 5 after 40 and thousands younger pay the extravagant price of neglect.

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THE IDEAL GIFT
is a box of
SOCIETE CHOCOLATES
They will please mother, father,
sister, wife or sweetheart.

Also
BISHOP'S HARD CANDY
the best for the children at any time.

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THE BEST CAKES IN TOWN.



Thousands of our Customers have saved money by having their hats renovated at our Shop—YOU CAN DO LIKEWISE AND BE SATISFIED.
We can clean, block, bleach, dye, iron and re-shape ladies', gentlemen's and children's hats.

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Kowloon, Tel. K. 1087.
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FULL SHIELD PROGRAMME

(Continued from Page 4.)

The Club were now feeling the effects of hard efforts and slacked off a little. Eastern took up the running for Saitan to grime the crossbar. From now onwards play was confined to midfield, time concluding a blank second half. On the run of the play Eastern were a little lucky in gaining a two clear goal victory.

Result: Club O, Eastern 2.

CHINESE "B" v. EWO

Played at the Stadium. The Chinese in a hard-fought game won by the only goal scored. Although their forwards missed a number of chances, they fully deserved their narrow margin victory.

Cpl. Martin lined up the following teams:—

Chinese "B":—Lee Hung-ching; Wong Shiu-wo, Wong Sik-ping; Ng Po-lau, Lai Kwok-chiu, Ng Tak; Wong Wing-jin, Chow Yim-chung, Lo Chai-wan, Lo Che-yim, Lee Fong.

Ewo:—Lau, Hing-chung; Chung Ching-ying, Lam Ho-yim; To Ho-hang, Chan Kam-tong, To Ho-chung; Ho Yan-tin, Kam Sik-wai, Tang Hong-sing, Chow Yew-tau, Fung King-yui.

A Brilliant Save

Ewo kicked off, but the Chinese immediately made an attack upon the Ewo goal and for a period the latter were compelled to play on the defensive. However, Ewo broke away and Ho Yan-tin was brought down heavily in the penalty area. Tang Hong-sing took the spot kick but the Chinese anticipated the direction of the shot and saved well. Chinese returned to the attack but the Ewo defenders were playing a hard game and Lau Hing-chung had a very few shots to deal with. However, the Ewo goal fell just before the interval when Lee Fong scored with a hard drive.

Half-time:—Chinese "B" 1, Ewo 0.

Three Fruitless Corners

On the resumption the play became more even, but a good chance was missed by the Chinese when Lo Che-yin shot weakly past the foot of the post. Moore was seen of the two forward line now but their kicking was weak and the Chinese backs had no difficulty in clearing their lines. The Chinese were unfortunate not to increase their lead when Lo Che-wai was fouled as he shot. In the closing stages Ewo got away and forced three corners in quick succession but the Chinese parked their goal and cleared well.

Result:—Chinese "B" 1, Ewo 0.

CHINESE FOOTBALLERS ON TOUR

The football team of the Catholic Young Men's Society under the leadership of Mr. J. S. Shuk after a month's absence from the Colony in making a football tour to Bangkok via Swatow returned to Hong Kong on Thursday last by the s.s. Kwelyang and brought back the following results:—

C.Y.M.S. 2, Swatow Club 1.
C.Y.M.S. 4, Sports Club Bangkok 1.
C.Y.M.S. 0, Siamese XI 0.
C.Y.M.S. 1, Assumption College 3.
C.Y.M.S. 0, Swatow Chinese & European 2.
C.Y.M.S. 2, Swatow Club 1.

Manager Entertained

On Saturday night the C.Y.M.S. team invited Mr. J. S. Shuk to a dinner party at their Club to show their gratitude to the manager who has taken great care over the players during the tour and a gold tie-pin was presented to him as a souvenir. Among the guests invited were the Rt. Rev. Bishop Yalorta and many other local sportsmen.

During the football tour the team was required to attend many receptions given by the Assumption Young Men's Society, The Assumption College, the Rosary School, the Swatow Club, the Chinese Chamber of Commerce, the Kung Kau Yan Ngai Wu.

LADIES' HOCKEY

Fourth Match in Caer Clark Cup

RECREIO OUTPLAYED

The fourth match for the Caer Clark Cup was played yesterday afternoon at King's Park. The Kowloon Ladies Hockey Club met and defeated the Club de Recreio ladies by 8 goals to one.

Soon after the bully-off Miss Margaret Woolley scored for the Kowloon Ladies. She was shortly followed by Miss Mason. Miss Margaret Woolley then secured another goal, and in quick succession Miss Field and Miss Mason each scored another point.

Recreio's Only Goal

After the change over the Club de Recreio played up better and Miss A. Roza, got away and scored. The Kowloon Ladies again took charge of the play and two quick goals were scored by Miss Field, followed by another by Miss Mason.

The teams were:—
Club de Recreio: E. M. Xavier, H. Leite, M. Alves, M. Roza, L. Silva-Netto, A. Roza, C. Omand, M. Remedios, C. Hotello, A. Basto.
Kowloon: M. Mason, M. Woolley, N. Field, M. George, P. Woolley, M. Groundwater, V. Eastman, P. Whitley, E. Anslow, D. Fingmat, E. Woolley.

REFEREES' MEETING

A meeting of the Hong Kong Football Referees' Association will be held in the Council Office of the H.K.F.A., French Building, on Thursday, February 20, at 5.30 p.m. sharp. All interested are invited to attend and join in the discussion.

CORRESPONDENCE

AUTOCRATIC POWER?

[To the Editor of "Sunday Herald"]
Sir,—With regard to the playing of a suspended player, Lau Mau, in the Chinese Inter-sectional match, I think sub-inspector James stressed the point too far at the meeting of the Football Association on Tuesday last. I cannot agree with him that the Chinese Athletic Federation should have obtained the permission of the Football Association to either playing the match or the suspended player in question. The inter-sectional match was purely a Chinese affair. It was arranged by the Federation at their own expense, and no European players took part in the game. Surely sub-inspector James does not expect us to believe that just because the Chinese players are domiciled in Hong Kong and are playing in the local leagues, they must be bound hand and foot by the local Association even to the extent of playing a match with their own nationals from the Northern part. He even went further. He said that the local Association need not recognise the Federation. But he appears to have forgotten that that is a weapon which cuts both ways. I admire the tact and diplomacy shown by Mr. R. Hall, the Chairman. I quite agree with him that no good could be achieved by a quarrel, and I must add that his duties would be rendered smoother and easier of accomplishment if there were less "fire-brands" at Association meetings.—Yours, etc.,

BEHIND THE NET.

Hong Kong, February 15, 1930.
[Control of any form of sport, to be effective, must be in the hands of one body. With football this holds good at home, in Australia, and elsewhere. Why not in Hong Kong?]

GOLF

Starting Times For To-day

The Royal Hong Kong Golf Club notifies the following starting times for to-day:—

9.16 a.m. C. B. Riggs, J. Morris.
9.28 " W. J. S. Key, G. B. S. Thomson.
9.32 " J. Fleming, A. Ritchie.
9.36 " K. S. Robertson, D. S. Edward.
9.40 " A. W. H. Edie, D. Ellis.
9.44 " L. G. S. Dedwell, H. U. Ireland.
9.48 " C. E. Holmes, J. W. Robertson.
9.52 " W. C. Clark, S. S. Perry.
9.56 " A. G. Coppin, H. C. Shrubsole.
10.00 " R. K. Valentine, H. Spicer.
10.04 " J. P. Warren, J. H. Little.
10.08 " E. M. Bryden, G. Davidson.
10.12 " T. G. Bennett, F. A. Redmond.
10.16 " W. S. Hillier, J. Jones.
10.20 " J. N. Grant, H. Hampton.
10.24 " A. C. I. Bowker, J. R. Hinton.
10.28 " A. D. Humphreys, C. C. Roberts.
10.32 " F. M. Ellis, R. P. Moodie.
10.36 " E. Des Vocux, O. Eager.
10.40 " E. Lewis, C. Thwaites.
10.44 " M. H. Turner, A. E. Raworth.
10.48 " J. S. Drummond, D. J. Gilmore.
10.52 " I. H. Geare, A. E. Lissaman.
10.56 " L. Yates, J. A. Bloomfield.
11.00 " G. E. Ellams, J. Coulthart.
11.04 " G. W. Sollars, T. S. Whyte-Smith.
11.08 " D. Kern, B. J. Lacon.
11.12 " A. Anderson, A. O. Brawn.
11.16 " A. Leach, F. H. Crapnell.
11.20 " R. K. Hepburn, E. D. Lawrence.
11.24 " L. H. Ruffin, C. M. Geo.
11.28 " D. S. Robb, J. Farbon.
11.32 " A. B. Purves, N. K. Littlejohn.
11.36 " K. K. Rounds, O. D. Brown.
11.40 " H. A. Lammert, B. D. Evans.
11.44 " W. A. Stewart, J. Harrop.
11.48 " N. M. Currie, W. L. Alexander.
11.52 " S. A. Soth, J. S. Dykes.
11.56 " W. A. Weight, A. R. Cox.

The usual Sunday train service will be available.

NEW ADVERTISEMENTS

G. R.

PUBLIC WORKS DEPARTMENT.

NO. S. 54.—IT IS HEREBY NOTIFIED that SEALED TENDERS in triplicate, which should be clearly marked "TENDER FOR QUARRY," will be received at the Colonial Secretary's Office until Noon of MONDAY, the 24th day of February, 1930, for the occupation for a period ending 31st December, 1931, from the date of notification of acceptance of tender, of any or either of the pieces or parcels of ground referred to in the schedule hereunder, shown coloured red on plan signed by the Director of Public Works and dated 24th January, 1930, but subject to certain conditions which can be ascertained at the office of the Director of Public Works.

Each tender must be accompanied by a receipt to the effect that Tenderer has deposited in the Colonial Treasury a sum of \$100 in respect of any quarry as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if the Tenderer refuses to carry out his tender and comply with the conditions, should the tender be accepted.

Form of tender and further particulars can be obtained from the office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.

SCHEDULE REFERRED TO ABOVE

Quarry No.	Locality.	Approximate Area in Acres.	Upset Annual fee.
Kowloon No. 8	Kwo Lo Wan	1.47	\$650
Kowloon No. 9	To Kwa Wan	8.89	\$400
Kowloon No. 10	Tai Shek Ku	7.26	\$800
Kowloon No. 11	Argyle Street	.32	\$400

HAROLD T. CREASY,

Director of Public Works.

7th February, 1930.

G. R.

POLICE SERVICES.

A SPECIAL SECTION OF POLICE

EUROPEANS, INDIANS and CHINESE is now available for Duty if required by the Public. Payment for the services of such Police will be on the following scale:—

European Police \$8.00 per 6 hours
Indian Police \$5.00 per 8 hours
Chinese Police \$3.00 per 8 hours

Application for Police for Special purpose should be made to
Officer in Charge,
Emergency Unit,
Tel. C. 15 Central Police Station.
E. D. C. WOLFE,
Inspector General of Police,
Hong Kong, February 15, 1930.

HONG KONG HORTICULTURAL SOCIETY.

THE ANNUAL SHOW OF FLOWERS and VEGETABLES will be held in the City Hall on THURSDAY, March 6, 1930.

The Show will be opened to the Public between the hours of 3 p.m. and 7 p.m.

ADMISSION \$1.

There will be an Orchestra in attendance.

Prizes will be distributed by Mrs. Southorn at 6 p.m.
The Entries for the Flower Show will close at Noon on Wednesday, February 26, in the Secretaries' Office, c/o Bradley & Co., Ltd.

PUBLIC AUCTION

THE Undersigned have received Instructions to sell by Public Auction

ON TUESDAY, February 18, 1930, commencing at 11 a.m., at their Sales Room, Duddell Street.

16 Cases Perfumery
12 Cases Toilet Powder and Soaps
3 Cases Tin Ware
3 Cases Medicine
5 Cases Electric Light Batteries
14 Sacks Flour
1 Case Canned Sardines and
A Quantity of MISCELLANEOUS GOODS AND FURNITURE.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers
Hong Kong, February 15, 1930.

ENGINEER MISSING

Feared to Have Fallen Overboard

When the Ellerman-Hall liner City of Tokio arrived at Marseilles from Rotterdam en route for China and Japan, Capt. E. Mason reported the disappearance two days after leaving Rotterdam of Chief Engineer James Edward Brecknell, who, it is feared, was lost overboard during heavy weather.

Mr. Brecknell lived at Gorsefield Road, Frinton, and was married, with two children. He had had 20 years' seafaring experience, and had been in the service of the Hall Line for the last three and a half years.

LOST

LOST.—A letter of credit on the Hong Kong and Shanghai Banking Corporation, made out to John B. Mackinley, Finder please return to the Hong Kong and Shanghai Banking Corporation. No questions asked. Reward of \$25.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

HOUSEHOLD COAL

SELECTED GRADE LUMP COAL

Upper Levels . . . \$21.00 per ton
Mid-Level . . . 20.00 per ton
Central District . . . 19.00 per ton
Kowloon . . . 21.50 per ton

BEST HOUSEHOLD NUTS.

(For Kitchen Use).

Upper Levels . . . \$19.50 per ton
Mid-Level . . . 18.50 per ton
Central District . . . 17.50 per ton
Kowloon . . . 19.50 per ton

TERMS: Cash with order. MINIMUM QUANTITY: One ton.

ARNHOLD & CO., LTD.,

Des Voeux Road Central.

French Bank Building.

KAYSER SLIPPER HEEL HOSIERY

WOMEN the world over have discovered that Number 88X in Kayser "Slipper Heel" Hosiery gives complete satisfaction. First it came into fashion prominence for the way the "Slipper Heel" created a slender ankle line. It has remained prominent because each succeeding season finds it leading in color smartness and always of the sheerness that fashion demands.

Kayser

GOLD FLAKE CIGARETTES



FOR ALL TIMES IN ALL CLIMES

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

EO-27



TO-DAY
TO
WEDNESDAY

SHOW BOAT

AT

2.30, 5.00,
7.15 & 9.30.

The Romance of the Ages!

NOTE
SPECIAL
TIMES
2.30
5.00
7.15
&
9.30.

—in the most brilliant
singing and talking
picture of all time!

COMBINING Edna Ferber's best selling novel with the cream of the Florenz Ziegfeld Stage Production and the brilliant Universal cast including LAURA LA PLANTE, JOSEPH SCHILDKRAUT, OTIS HARLAN, Alma Rubens, Emily Fitzroy, Jane La Verne—with these Ziegfeld stars singing the musical hits from the stage production by Jerome Kern and Oscar Hammerstein 2nd:

HELEN MORGAN singing "Bill" and "Can't Help Loving That Man."

JULES BLEDSOE singing "Old Man River." AUNT JEMIMA singing "Come on, Folks," and "Hey, Fellows."

THE ZIEGFELD PLANTATION SINGERS. HEAR IT! SEE IT! Glory in this grandest show ever put on!

A HARRY POLLARD PRODUCTION



Universal's Talking and
Singing Triumph pre-
sented with pride by
Carl Laemmle.



MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

To-day to Wednesday—(At 2.30, 5.00, 7.15 & 9.30) "The Show Boat" from Edna Ferber's great story of young love on a glittering Mississippi show boat. With talking and singing! Featuring Laura La Plante and Joseph Schildkraut.

Thursday to Saturday—(At 2.30, 5.10, 7.15 & 9.20) The trial of the century... and the greatest courtroom drama of all time! "The Bellamy Trial" A part-talking production featuring Lorraine Jay, Betty Bronson, Margaret Livingston and Kenneth Thompson.

WORLD THEATRE

At 2.30 and 7.15 Interpreter
At 5.15 & 9.20 Orchestra

To-day and To-morrow—Tim McCoy in "Beyond the Sierras," a thrilling western romance and Episodes I and II of "Perils of the Jungle."

Tuesday and Wednesday—Raymond Griffith's sparkling comedy "Trent's Last Case" at the 5.15 and 9.20 performances only. For the 2.30 and 7.15 performances, the Chinese picture, "The Adopted Son's Victory."

Thursday to Saturday—At 5.15 and 9.20 only, "Wild Orchids," a thrilling and absorbing drama of Java with Greta Garbo, Lewis Stone and Nils Asther. At the 2.30 and 7.15 performances, the Chinese picture "Westward Ho."

STAR THEATRE

Special Matinees on Saturday and Sunday at 2.30 p.m.

(At 5.30 and 9.20)

To-day and To-morrow—Betty

"SHOW BOAT" AT THE QUEEN'S

Slightly more than 100 years ago, an Englishman, Geoffrey Chapman, invented the Show Boat about which Edna Ferber has written a gripping novel and Universal has filmed a spectacular super picture, "Show Boat," with Laura La Plante, Joseph Schildkraut, Otis Harlan and others. The picture will open at the Queen's Theatre to-day. Miss Ferber's novel also was the inspiration for Florenz Ziegfeld's noted musical extravaganza.

In 1827 the New York stage was just entering upon the career which has placed it in the fore to-day as the world's playground. Traveling repertoire companies were beginning their itinerant rounds. Circuses were travelling over the countries as did their forebears of the Restoration period.

Chapman sized up the theatrical situation and found that wagons, railroads and trucks were transporting various types of amusement troupes. Large barns and small ones, town halls, theatres, lodge-rooms, canvas tents, all were utilized for the temporary housing of the barn-storming players, for barnstormers they literally were. "How about the small towns and settlements on the rivers far from travelled roads and railroads?" thought Chapman.

And so the Show Boat was born! Chapman's idea proved. Astute showmen realized that back country showboats were just as good as the more effete ones—and easier to get.

Bronson, Ford Sterling and Louie Dresser in "Everybody's Acting," an entertaining story of stage life.

Tuesday and Wednesday—"The Crowd." A beautiful, powerful drama of everyday life, directed by the man who made "The Big Parade." Starring Eleanor Boardman, James Murray and Bert Roach.

Thursday to Saturday—Lon Chaney and Lupe Veloz in a tense drama of life in the Orient, "Where East is East."

WOMAN ON TRIAL IN MURDER PLOT

Who killed Mimi Bellamy? The answer will be provided by Metro-Goldwyn-Mayer when "The Bellamy Trial" comes on Thursday to the Queen's Theatre as a feature mystery drama production.

With Lorraine Jay in the leading role as the beautiful murder defendant, the murder drama is played by a cast that represents one of the greatest assemblages of screen talent ever to appear in one production.

There are seventeen principal players and during the filming of the huge courtroom scenes some eighty persons were under weekly contracts and several hundred extra-players were used.

Introduced into the screen in a most novel manner by Monta Bell who wrote and directed the screen play from the sensational magazine serial by Francis Noyes Hart, the mystery drama maintains a thrilling tempo of suspense that is dispelled only in the final footage that reveals the real murderer.

As the woman on trial Miss Jay brings to the screen an impressively sincere character, delineation that reaps for her new honours as a free-lance star. George Barrand plays opposite her as the loyal husband who stands by his wife in the face of terrible accusations. Kenneth Thompson is the man defendant, the husband of the woman whose playing supplies the motivation for the plot.

With the preponderance of evidence against them, the defendants listen to the prosecutor demand their lives to expiate the crime of which they are accused. An eleven-hour development saw them from a conviction but the murder remains unsolved until the last roll. Dramatic thrill shows all the amateur detectives in the audience how very wrongly they suspected perfectly innocent persons in the cast.

In the stellar cast with Miss Jay, Barrand and Thompson are Margaret Livingston, Betty Bronson, Margaret Saddon, Edward Nugent

"THE CROWD"

Directed by the Man Who Made "The Big Parade"

OUTSTANDING FILM

King Vidor has scored against the man who made "The Big Parade" has made a "big parade of peace times" in "The Crowd," which will have a two day run commencing Tuesday at the Star Theatre.

The grim horrors of war which formed the background of "The Big Parade" are lacking in "The Crowd," but there is a background of everyday struggle for very existence that is not as spectacular as war but every bit as interesting.

Since Vidor entered the picture industry years ago it has been his ambition to make a great special production for the millions of picture goers who form the great middle class of humanity. To depict upon the screen the daily struggle in the uphill battles of life where a man cannot even resort to arms in his desperation but has to struggle with heart, soul and body against an enemy which never gives way so much as an inch.

Vidor has attained his ambition in his new Metro-Goldwyn-Mayer production, "The Crowd." Just as he dwells on the little bits of human interest in "The Big Parade," he has dwelt upon them again in this great picture of peace, the story of which he wrote.

There is no spectacular background of pomp—no booming of guns, no citations for bravery nor decorations for unusual feats upon the field. But there is the same desperate struggle against an implacable enemy—poverty.

Every picturegoer will possibly see himself but many of his friends. The picture does not put its reliance upon the great happenings of life but weaves a story of romance and struggle from the little everyday occurrences.

Eleanor Boardman is seen at the height of her career as Mary.

"WILD ORCHIDS"

Greta Garbo in Her Most Romantic Role

STORY OF JAVA

Greta Garbo, tense drama and a background of romance, are the three things which distinguish "Wild Orchids." Metro-Goldwyn-Mayer picture which will be shown from Thursday to Saturday at the World Theatre.

"Wild Orchids," directed by Sidney Franklin from an original story by John Colton, is an admirable vehicle for Greta Garbo's unusual talents. Cast as a misunderstood and neglected wife, Miss Garbo imbues the part with all the ardour she displayed in her interpretation of Anna Karenina in "Love."

If anything, Miss Garbo proves to be more beautiful in this film than she has ever been before. In one scene, dressed in the revealing costume of a Javanese bride and standing on a moonlit balcony, Miss Garbo appears as an unearthly figure of loveliness. Her splendid acting, the intelligence with which she interprets a difficult role, and her all-surpassing beauty in this picture will undoubtedly make many new admirers for the lovely Swedish star.

The story, although built up about "the eternal triangle" is fresh and interesting, and has been well told on the screen. Lillie Sterling (Miss Garbo), the wife of an American business man, engaged in his own affairs, leaves with him for Java, where he plans to buy coffee plantations. On ship-board, Lillie meets Prince de Gace (Nils Asther), a Javanese noble, who determines to win her love. Lillie is repelled by the savage characteristics which the Prince displays at times, and yet fascinated by his suave good looks, and his ardent love-making. Her husband, played by Lewis Stone, is unaware of what is going on, and eagerly accepts an invitation to the Prince's palace in Java. Here, through a series of slight accidents which he has managed to create, De Gace forces his love upon Lillie. Sterling discovers Lillie's unfaithfulness, and at a tiger hunt secretly empies the cartridges from De Gace's gun, leaving the Prince defenseless before the onrush of the tiger. At the last moment, Lillie intercedes for the Prince, and Sterling fires a shot which stops the tiger before he can kill De Gace. In the encounter, De Gace has been badly mauled, and it is necessary to take him

CHANEY HAS BIZARRE ROLE IN JUNGLE FILM

Grappling with tigers and gorillas, and still more dangerous human emotions, Lon Chaney gives one of his most powerful and thrilling dramatic portrayals in "Where East is East," Metro-Goldwyn-Mayer's grim drama of an Oriental jungle, due at the Star on Thursday for the Thursday to Saturday run.

Chaney in the role of "Tiger" Hynes, jungle animal trapper, rides at the head of herds of elephants, battles with a ferocious tiger and actually traps one of the great beasts. His death struggle with a gorilla is a sensational highlight. Underlying the thrills is a gorgeous love romance.

Tod Browning, responsible for many Chaney hits, directed. Chaney's portrayal is grippingly convincing, and his make-up a new and remarkable instance of his uncanny skill at disguise. Lupe Veloz, as his half native daughter, is a fiery little creature in a vivid role, and Estelle Taylor as the exotic Oriental vampire is compellingly beautiful. Louis Stern as the priest and Mrs. Wong Wing as the Chinese grandmother are cleverly cast. Lloyd Hughes scores a triumph as the romantic lead.

The great river scene, and the jungle episodes, including the trapping of the tiger, are spectacular backgrounds for the swift moving action.

MCCOY GOES "BAD" IN HIS NEWEST THRILLER

Tim McCoy goes "bad" in "Beyond the Sierras," his new Metro-Goldwyn-Mayer starring vehicle, now playing at the World Theatre. But the famous outdoor action star, masked as a gold bandit, is "bad" only to steal back the fortune taken by plunderers from the girl he loves.

In "Beyond the Sierras" McCoy virtually plays a dual role, and has all the menace of the real "bad man" and at the same time the irresistible charm and gallantry of the cavalieric lover.

Sylvia Beecher, a newcomer to the screen, is McCoy's leading lady in the new picture of romance in Old California. Roy D'Arcy is the "heavy" and Polly Moran is the comedy relief. Nick Grinda directed.

back to his palace. There, Sterling decides to leave Lillie with the Prince, and secure a divorce. She convinces him, however, that, despite her momentary unfaithfulness she still loves him and cares nothing for the Prince.

"EVERYBODY'S ACTING"

Fine Film With Unusual Story

The big picture at the Star Theatre to-day and to-morrow is "Everybody's Acting," an entertaining story with a strong cast led by Betty Bronson (star of "Peter Pan"), Ford Sterling, Louie Dresser, Lawrence Grey, Henry Walthall and Raymond Hitchcock. The plot is a varied one. There is drama of a particularly poignant sort, for the opening scenes unfold a tragedy when the leading lady of a travelling Canadian stock company is murdered by her drunken husband. The 16-months' old daughter, thus left a helpless orphan, is adopted by four members of the troupe and a newspaper man, who comes to report the murder. It is with the romance and career of this little waif, who grows up into happy childhood and then into lovely young womanhood under the care of her five foster fathers, that the story mainly concerns itself. The rivalry among the foster fathers, in their devotion for the girl is as spirited as it is funny. Romance enters when the girl falls in love with the heir of the Potter millions and comedy and excitement are provided in full measure by the stratagems of the foster fathers to outwit the all-powerful Mrs. Potter who has set her face against the marriage.

"TRENT'S LAST CASE" HAS NOVEL SCREENING

How a good director can puzzle theatre-goers was shown in Hollywood recently when a test was made of the "puzzling power" of "Trent's Last Case" at a preview of the picture.

The film, in the same form as it will be shown on Tuesday at the World Theatre, was exhibited in one of the smaller picture houses on Hollywood boulevard to a cosmopolitan group of spectators, and in the middle of the last reel, just before the mystery was revealed, the picture was stopped by order of Howard Hawks, who directed the production.

As the lights went up, slips of paper were passed out to each member of the group, with a request that they write down the name of the killer, and their reasons for believing that their guess was correct. Out of the 542 spectators, only seven picked the real "murderer" out of the six possible "suspects," giving a percentage of one and three-tenths.

QUEEN'S

THURSDAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

Who KILLED MIMI BELLAMY?

THE BELLAMY TRIAL

THE TRIAL OF THE CENTURY!

A murder mystery—a love entanglement—the tense drama of opposing forces battling for a woman's life!

HEARST METROTONE NEWS

King and Queen of Italy visit Pope Pius at the Vatican.
Behind the scenes with Movietone at rehearsal of "STRIKE UP THE BAND."
WRECK OF S.S. MOLESBY OFF SOUTH WALES.

"WINGS"



WITH
CLARA BOW
CHARLES (BUDDY) ROGERS
RICHARD ARLEN
GARY COOPER

a
Paramount
Picture

ALUCIEN HUBBARD
DIRECTOR OF PHOTOGRAPHY
WILLIAM WELLMAN



TO-DAY TO SATURDAY, DAILY AT 2.30, 5.15, 7.20 & 9.30 p.m.

(Special Music at 5.15 & 9.30 p.m. under the direction of Mr. H.E. NICHOLSON.)

Prices at 2.30, 5.15 & 7.20 p.m.		Prices at 9.30 p.m.	
Front Stall	30 cts.	Front Stall	40 cts.
Middle Stall	50 "	Middle Stall	60 "
Back Stall	70 "	Back Stall	80 "
Dress Circle	\$1.00	Dress Circle	\$1.20

THE MIGHTIEST SPECTACLE EVER FILMED.

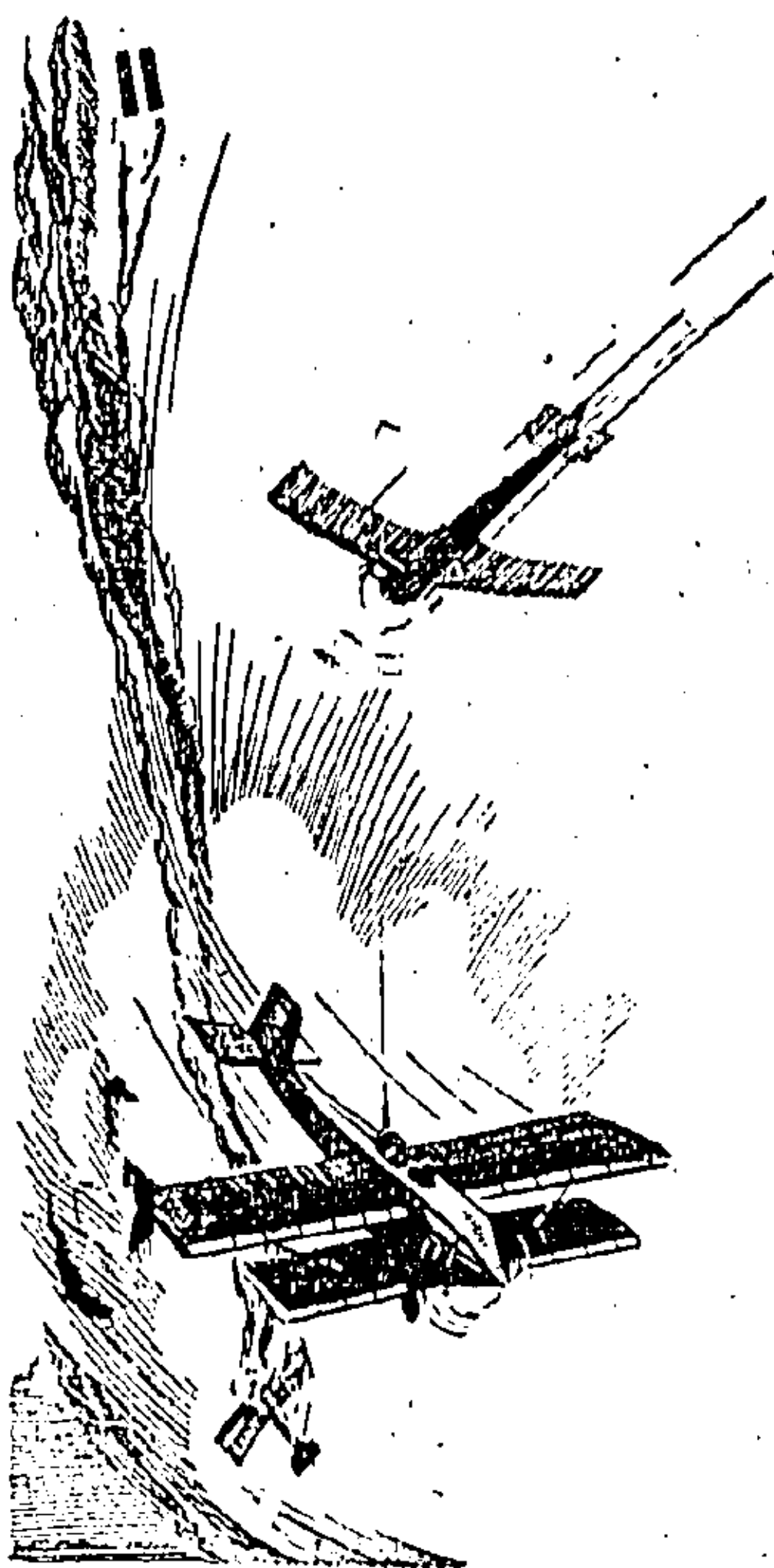
EVERY woman who has loved will re-live in "Wings" the heart-thrills of those glorious hours. Every man who has ever thrilled to hazardous feats of daring will feel his blood mounting at the glorious spectacle. Every one who has hoped to see a great, a stirring, a moving screen master-piece will have his hope realised. "Wings," the air epic of the war "Aces." Daring youth. Fighting men. Tender, helpless love. The story of the boys and girls of 1918. The boys and girls who became men and women overnight. The story of the men who fought the war in the air. A tribute to their gallantry, their daring, their pathetic dreams. Seen and praised by the notable airmen of the world. Hailed by leaders in every field as the greatest moving picture ever made.

BOOKING AT THE MAJESTIC AND MOUTRIE'S.



a
Paramount
Picture

ALUCIEN HUBBARD
DIRECTOR OF PHOTOGRAPHY
WILLIAM WELLMAN



All the Aeroplanes, Tanks, Ambulances, Trucks, Motorcycles, etc., used in the production of "WINGS" were lubricated with Gargyle Mobiloil—the World's Quality Oil.

Mobiloil

The New Mobiloil keeps the first-year feel in your engine; lubricates your engine better—it lasts longer.

VACUUM OIL COMPANY

Makers of high quality lubricants for all types of machinery.

FOLIES BERGERE SET

Designed in Hollywood for "Wings"

The centre of cosmopolitan life in Paris moved to Hollywood when Director William Wellman began a sequence for "Wings," the story of the American "Ace," in a set at the Paramount studio, which was an exact duplication of the Folies Bergere.

In the set, one of the largest interiors ever constructed in a motion picture studio, 750 extras, represented every nation of the world, provided the background for the work of Clara Bow, Charles Rogers, Richard Arlen and Roscoe Karns.

"Wings" has had a successful run of more than a year on Broadway and has played long runs in London, Paris and other large cities of the world. Everywhere it has been received with acclaim and called one of the greatest pictures ever filmed.

WHAT THE PRESS SAID!

PHOTOPLAY MAGAZINE.—A great war spectacle of the air... by all means see "Wings."

THE NEW YORK TIMES.—Amazing air duels and an impressive study of aviators are depicted in "Wings."

THE NEW YORK TELEGRAM.—"Wings" takes off and rises to heights which at times are truly magnificent.

LA PATRIE, MONTREAL.—"Wings," the epic of war aviation, is little short of a masterpiece... no one can be devoid of interest in the gorgeous spectacle that is called "Wings."

ABEND POST, GERMAN.—It is a song of high praise dedicated to the heroes of the air, entirely free of all hatred and agitation-propaganda, humanely vigorous.

UNITED AMERICA, ITALIAN.—"In Wings" on the other hand, the French and British armies on the western front are given their full share of credit.

COMING ATTRACTIONS AT THE MAJESTIC

"THE GORILLA," a blood-thrilling mystery-comedy melodrama, featuring Charlie Murray with Fred Kelsey, is a combination of thrills, chills and a thousand laughs.

"THE PRIVATE LIFE OF HELEN OF TROY."—The screen delves into mythology for the first time in this First National picture. Helen, Paris, Menelaos, Ulysses, Ajax, Achilles and the other hero and heroine of the classic myths are the leading characters of the unusual screen comedy.

"THE HEART OF A FOLIES GIRL."—A story of beautiful girls, gorgeous gowns, cabarets, night clubs—all in this startling drama of a Foot-light Favourite who spurned men with millions for a poor boy with millions in love. Here is Beautiful Billie at her gorgeous best!

RISKY MOVIE SCENES

"I don't see how they are able to make "Wings" without killing at least fifteen people," was the amazed comment of Clarence D. Chamberlin, the trans-Atlantic flier, after he had witnessed Paramount's wonderful war-in-the-air film, "Wings."

Chamberlin, like Lindbergh, Byrd and the scores of other eminent heroes of peace time aviation, who have seen "Wings," was startled and thrilled by the realism of the aeroplane battles miles above earth.

MOVIE QUEEN WRECKS CAR

Clara Bow, Paramount Star, became destructive. The queen of the flappers wrecked a perfectly good flier while learning to frivo one for certain sequences in "Wings."

More than a thousand extras were used constantly for two weeks for the making of "The Private Life of Helen of Troy." Their sole duty was to provide a moving background in street scenes for the actions of the principals.

DAZZLING ROBES

For Modern "Helen of Troy"

Seventeen distinct costumes, with capes and wigs to match each outfit, constitute the wardrobe of Maria Corda for her role in "The Private Life of Helen of Troy." This is believed to be the largest assortment of costumes ever worn by one person in any motion picture, the gowns alone costing thousands of dollars and necessitating a great deal of ingenuity and research on the part of Max Rice, studio designer.

"The Private Life of Helen of Troy" offers something decidedly new in the way of screen entertainment, it is declared. Based on John Erskine's best-selling book of the same name, the picture is a gorgeous spectacle, produced on a tremendous scale, with satire and sly humour as its motif.

In addition to Miss Corda in the role of Helen, the cast includes Lewis Stone as Menelaos; Richard Cortez as Paris; and George Fawcett, Alice White, Gordon Elliott, Mario Carillo and others in support.

NO BOBBED HAIR

Jobyna Ralston will not bob her hair.

Although the charming young featured player, who has an important role in "Wings" for Paramount, has wanted to have the tresses shorn for some time, some obstacle has always stood in the way.

First, it was a contract with Harold Lloyd which called for curls while playing with the comedian and now it is a marriage contract with Richard Arlen.

Arlen is prejudiced against the bob, "Grounds for divorce," he says.

So Jobyna still carries her curls. Arlen and Miss Ralston were sweethearts when they played "Sweethearts" in "Wings."

They loved life but they loved glory more. Those fearless flying heroes, whose wings are folded about them for ever. The youthful "Aces" of the War to whom "Wings" is reverently dedicated.

KNIGHT OF THE AIR

"Wings" Coming to the Majestic Theatre

THE DIRECTOR of "Wings," who with this production made a lasting fame for himself, was William A. Wellman. He himself was a bold "knight of the air," serving in the Lafayette Escadrille of France during the War. He knows the air, the airmen, and the aeroplanes and he has placed them on the screen.

THE AUTHOR of "Wings," John Monk Saunders, conceived the idea of his story from his personal experiences as an aviator during the War. He was a Rhodes Scholar who did his term at Oxford. Here is a flying man who can handle a pen as well as he can handle a joystick, and he writes the story of "the men who go up in the air in ships."

THE PRODUCER of "Wings" was Lucien Hubbard, who brought to this picture that flair for thrilling fustesse that characterised his work in all of the Zane Grey pictures. He has seen to it that just the desired elements of thrills, romance, spectacle, whimsy, humour and originality have been woven into "Wings."

THE CAMERA MEN of "Wings," the courageous cranks who risked their lives that this epic might be captured for all times. Harry Perry led the score of daring cranks. In some instances they were strapped over the engine hood, a few inches from the death-dealing propeller; at other times they were strapped out on the wings of a machine while the pilot executed rolls, loops, and flip-flops. These men had to keep cranking every second, their one hope of safety resting in the skill of the pilot.

THE PLAYERS in "Wings" compose a group unequalled for excellence. Charles Rogers and Richard Arlen head the list as the daring young fliers who rake the air in their search for the biggest things in life. Clara Bow, Paramount's one hundred per cent, girl, is delightfully cast as "the little girl next door." Jobyna Ralston is "the other girl." El Brendel and

AIR DUELS

Spectacular Fights in "Wings"

Amazing air duels and an impressive study of aviators are depicted in "Wings," the Paramount picture which opens at the Majestic Theatre, Kowloon, today, according to a Sunday Herald representative who witnessed a special screening on Friday.

"Wings," featuring Clara Bow, Charles Rogers, Richard Arlen, Gary Cooper and other stars was nearly two years in the making and is the finest air epic of the war ever filmed. Round a simple story is woven a realism that thrills. The drama of fights in the air, fights to the death, blazing planes and spluttering machine guns are grimly realistic.

Clara Bow as a young transport driver lends a vividly human touch. In the cabarets of Paris she sacrifices reputation and career to save the man she loves from Court-Martial. It is essentially a story of the war, bravery of unselfish and unheeding youth, rich with the beauty of romance and friendship. One marvels at the astounding scenes.

Charles Rogers and Richmond Arlen play the part of two daring air aces, between whom there is a bond of friendship stronger than life itself.

How one causes the ultimate death of the other is portrayed in a tragic climax. The whole story can be summed up in one sentence: C'est la Guerre.

"Wings" thrills the world with its daring, its romance, and its spectacle. Millions of people have seen it and marvelled at it. More than a year at the Criterion Theatre in New York. Hailed by leaders in every field as the greatest picture ever made.

"Gunboat" Smith supply the humour and Gary Cooper, Julia Swayne Gordon, Henry D. Walthall, Arlette Marchal and many others are in the cast.

THE SCREEN PLAY of "Wings" was prepared by the veterans of the Paramount studio, Hops Loring and Louis D. Lighton.

NOTED CHARACTER ACTOR HAS LEADING ROLE WITH MENJOU

The German Kaiser has become an Austrian musician. Which is another way of saying that Lawrence Grant, the actor who did nothing but portray Kaiser Wilhelm in war pictures for three and a half years, appears as Josef Bruckner, the amiable 'cellist, in Adolphe Menjou's "Serenade" which Harry D'Arrast directed for Paramount and which will reach the Majestic Theatre, Kowloon, shortly.

Grant's resemblance to the former Kaiser is extraordinary. Without any make-up whatever, he can look more like the Kaiser than the Kaiser can.

Throughout the war and after, Grant was in constant demand for pictures which required the role of the Kaiser. Then came the slump in pictures of that particular type, and appropriately enough his last portrayal of the war lord was in "To Hell With The Kaiser."

Grant decided on a vaudeville tour, after which he returned to pictures for character roles.

"Serenade" is his fourth picture with Menjou. He was seen as the duke in "The Grand Duchess and the Waiter," the king in "Service for Ladies," and the general in "A Gentleman of Paris."

Grant is a veteran of the English stage and has been in America 20 years.

MENJOU AS MUSICIAN

Dancing shadows, a symphony orchestra playing softly, a curtain rising while the orchestra crashes into a flood of melody, and Adolphe Menjou is wailing the baton.

The prince of boulevardiers has turned musician and seems to be as much at home at the helm of an orchestra as he is in making suave love to some Parisian beauty in a continental boudoir.

Menjou recently made his debut as an orchestra leader on the Paramount studio lot in Hollywood where a complete theatre set was erected for scenes in his latest starring picture "Serenade" which comes to the Majestic Theatre, Kowloon, shortly. Two hundred extras were used for the audience and 18 dancing girls, headed by Lina Basquette, appeared on the stage.

BRAVE AVIATOR

Portrays Remarkable Movie Scene

To "Rod" Rogers, famed as a pilot but unknown as a motion picture actor, goes the credit for performing the greatest death scene ever recorded on the screen. "Rod" Rogers portrays an American aviator, mortally wounded in a plane shot down in flames from an altitude of 6,000 feet.

The sequence was devised by William Wellman, director of the now famous air epic, "Wings," which will be shown at the Majestic Theatre shortly.

Taking the plane up through and above the clouds, facing an electrically driven camera fastened to the front of the cockpit, Rogers cut his flames and deliberately plunged the "ship" into a tail-spin.

When scarcely 1,000 feet above the ground, Rogers suddenly "came to life." He grabbed and pulled the stick, straightened out, circled around and made a perfect landing.

COMEDY CONSTRUCTOR ON STAFF

Z. McLeod, one of the best known comedy constructors in Hollywood, was a member of William B. Wellman company which made "Wings," a Paramount picture telling of exploits of the American "Ace" in France.

THRILLS OF AIR FIGHTING

For those who have never experienced the so-called dangers of the air and who are postponing the trial flight until flying is safer, "Wings" offers an opportunity to gather all the thrills of flying without the dangers.

The spectator is carried through the air, mixed in "dog-fights" and "dawn-patrols" and given a taste of the aerial fighter's life which is breath-taking but entirely devoid of danger. "Wings" was dangerous in the making. Players, director, supervisor and cameramen alike spent hundreds of hours in the air in making "Wings." Director William Wellman, himself a member of the Lafayette Squadron during the World War, insisted on realism.

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New Year Celebrated

Celebrations on as lavish a scale as ever before marked the New Year Celebrations in London. In spite of the Wall Street crash, the Hatry debacle, the collapse of the Home and Harrison groups, the anaemic condition of the Stock Exchange, the existence of a Socialist Government and the threats of increased taxation in the Next Budget, there seemed no diminution in the numbers of people ready to pay 2½ guineas for a dinner-dance at one of the West-End Hotels or for a ticket to the Chelsea Arts Ball at the Albert Hall. Whether their expenditure was after the style of Nero siddling while Rome burnt or was intended as a last despairing libation to the gods of fortune to bring better luck in the New Year is not known, but the fact of the expenditure remains undisputed.

"Baronini" Style

The Ritz decorated in "Baronini" style was packed with a smart cosmopolitan crowd. Realistic stonework and portulacas covered the normal Louis XV effects and figures in armour were tastefully distributed in corners to fill Americans with the delightful sensation that they were taking part in some medieval revelry. At Claridges where the new Restaurant and Foyer had been transformed into a "Baronini-Garden" there was an equally big crowd. The Savoy was filled to overflowing. Four Dance Bands ensured the maintenance of the right atmosphere and Trumpeters of the Royal Horse Guards heralded the entry of 1930. At the Kit-Cat there was hardly room to move on the enormous dance floor, so many people had come to hear Kack Hylton's Band and the same situation obtained at the Mayfair, the Carlton and the Piccadilly.

At the Cecil

Celebrations at the Cecil were tinged with sadness since this is to be the last occasion the New Year will be celebrated by the Hotel. The Shell-Mex Company will be taking possession in the course of a few months. Those who celebrated at home mostly listened to the B.B.C.'s special programme which made a rapid tour of the capitals of Europe and gave snippets from the festivities of each. An excellent sermon against a background of clashing bells came from Berlin, a concertina band playing dance music three years out of date adequately conveyed the atmosphere of the average Paris "boite," the ship's sirens hooting in the harbour of Rotterdam mingled with jangling bells called up a good picture of the crowded estuary and stolid sailors of all nationalities leaning on ships' rails and wondering what luck and what sort of voyages they would have in the new year.

Disjointed Morse

On the other hand the faint singing of a canary from the Rome station hardly did justice to the Italian celebrations and a succession of growls and disjointed morse which was all the receiver gave from Prague in no way conveyed the enthusiasm and musical talent of the Czechs. Apparently some unpleasant scenes spoiled what was admittedly the most picturesque Chelsea Arts Ball that has ever been given at the Albert Hall. The scene was meant to represent Noah's Ark and a number of enormous animals had been constructed and were to make their appearance at midnight. Unfortunately gangs of rowdy and intoxicated men fell upon them and destroyed them all utterly before they could enter the Ark. Some of the audience started to hiss when a particularly fine dragon was ruthlessly torn to shreds and within a few moments the dance floor became the scene of some quite fierce fighting. Some women were trampled underfoot in the wild rushes and ambulance men

had been called in to take away the wounded bodies. At one time, police appeared and added to the tumult. So was the New Year ushered in.

Clowns' Corner

December and January are the season of the year when the clown comes into his own. In London he has been flourishing greatly at Olympia where Mr. Bertram Mills's celebrated circus held the arena, and he was also to be seen in numbers of suburban pantomimes. Few people know, however, that there is a spot in the centre of London that might well be christened "Clown's Corner," for it is the meeting place of all pantomime and circus folk on their way through London. It is a certain spot on the east side of Leicester Square, which looks ordinary enough to uninitiated passers-by, but where, if one has patience, one will be sure to see many interesting pros from the old favourites of forty years ago to the newest recruit on the road. Here comes Harry Paul, the oldest clown alive. He is 83 and began his career at Cremorne. Another veteran is Mrs. Evans, the mother of the famous comedian, Will Evans, who is just as clever at knockabout fun as any male tumbler; and there is also a lady who thirty years ago was the world's champion on the side-drum.

Emotional Gems

Peter Godfrey, the bearded and ultra-highbrow theatre enthusiast, who runs the Little Gate Theatre Studio, has just produced, as a sort of holiday jest, a nineteenth century "domestic drama," entitled "Two Nights in a Bar-Room; or, Ruined by Drink." It is given, according to the announcements, "With sumptuous new scenery, new dresses and new machinery, interspersed with songs, choruses and dances"; and Mr. Godfrey has been doing quite a lot of research work hunting up old ballads for insertion in it. The result is a collection of old musical favourites which include, "All that Glitters is not Gold;" "You Never Miss the Water till the Well Runs Dry;" "Daddy's on the Engine;" "Don't Sell no more Drink to Poor Father," and many other emotional gems, all of which are received with great gusto by highbrow audiences.

The Nagging Dean

Dean Inge, whose position in the intellectual life of his country is recognised all the world over, is described by Mr. Hannen Swaffer as looking "like a black beetle, an executioner taking a busman's holiday in the Chamber of Horrors, or



Dean Inge

a waiter who, asked out to a party, find to his disgust that he has to wear evening dress. It was once said of him that he was an ideal Dean of St. Paul's because he was a Buddhist who hated the working classes. Really, although Dean Inge seems to remember all the things that dead men once said he shouldn't nag so much.

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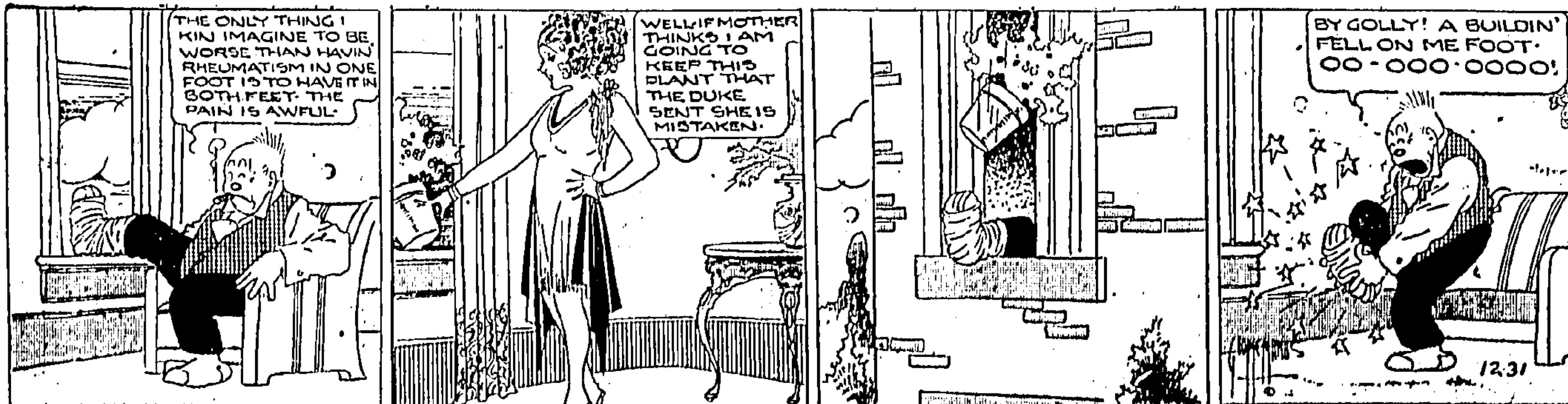
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MOTORISTS THIS IS YOUR PAGE

The Egolist

What has humorously been said of the handicap under which an egotist labours—that "his overhead is too heavy for his output"—is much more seriously true of the lubricating oil manufacturer.

If he is not extracting from every ounce of his man power every gallon of crude oil, and every unit of his mechanical equipment the fullest possible yield, the public must pay the piper in the cost of the finished product.

The Vacuum principle of Standardized Quality—setting a common high standard of materials, methods, processors and manufacture, and applying them alike to the different grades of Mobiloil—was devised to defeat this unyielding law of overhead.

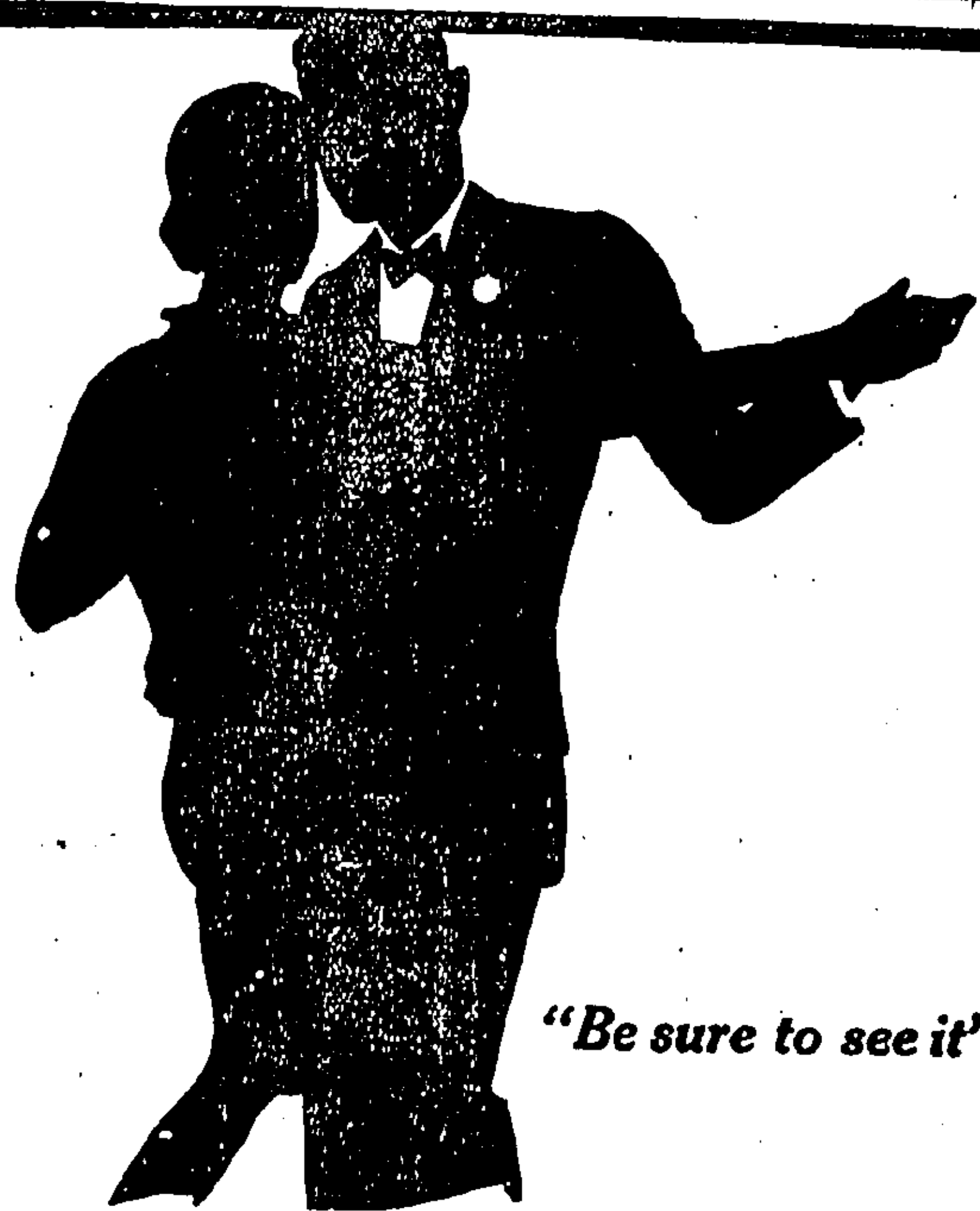
The Vacuum policy of placing a premium on men and brains and quality rather than quantity of production was another blow aimed at excessive overhead.

The Vacuum principle, since the year 1866, has been not to seek huge production by price but to compel volume by quality.

It is almost undoubtedly a fact that the Vacuum Oil Company's overhead is lower than that of any other manufacturer of lubricating oil, and as one result of that, the Vacuum Oil Company is also undoubtedly the world's lowest-priced producer of quality oil.

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FAMOUS FAMILIES

BROTHERS WHO BUILT BIG BUSINESSES

Through some strange coincidence many families of brothers from the earliest beginnings of automotive history have achieved renown in the various branches of that industry. There are at least thirty such successful combinations which have contributed to the rapid progress of one of the greatest factors in modern civilisation—the motor car.

Five Studebaker brothers laid the foundation of the present Studebaker Corporation of America. Only one of them, however, witnessed the transformation of their wagon and carriage business motor manufacturing.

Then there were the two Packard brothers, founders of what is now the Packard Company, who contributed much to the development of aircraft engines during the world war; the two Duesenbergs, designers on famous racing cars; the three Jewett brothers, formerly of the Paige-Jewett Company; the two Marmon brothers, who produced the first straight eight in America; the two Timken Brothers of the Timken Bearing Company; the two Remy brothers, who were the first American makers of ignition magnets; the three White brothers, who left the ranks of sewing machine manufacturers to enter the field of truck making; the two Stranahan brothers, makers of Champion Spark Plugs, who have wielded a great influence in the industry.

Two of the most widely known brothers in the automotive field, Horace E. and John F. Dodge, rose to influence from a modest beginning as machine shop owners. The three Graham brothers, Joseph B., Robert C. and Ray A., deserve special mention in our "Famous Brothers" history, since they are perhaps more versatile than any family of brothers in the automotive field. Their careers have been inseparable since their boyhood days.

The first industrial venture of the three Graham brothers was a glass factory, founded by Joseph B., who was later joined by Robert C. and Ray A. The business grew steadily, and other plants were bought and established, when, in 1916, the Graham Glass Company, which had become a real factor in the glass industry, was sold. In the same year the three Graham brothers began to market commercial bodies for use with passenger cars, and in 1917 they brought out the Graham "Truck Builder" and a complete line of trucks and bodies. The autumn of 1919 found the three Graham brothers manufacturing a complete motor truck, the first Graham Brothers truck.

In 1921 they moved to Detroit and allied themselves with Dodge Brothers—a strong and successful motor-car manufacturer—perfecting a co-operative arrangement whereby the dealers for those cars became the sales representatives of Graham Brothers, Inc. This business, within four years after its formation in 1921, had grown with such rapidity that Graham Brothers' trucks became known the world over as reliable and well-built commercial vehicles.

With this rapid growth of the truck business the three Graham brothers were called upon to assume a more active part in the passenger car business with which they had become associated, and this automobile company was managed by them during one of the most successful periods of its history.

In 1926 the Graham brothers sold their entire holdings, both in the passenger car business and in Graham Brothers, Inc. For a long time these three brothers had planned on entering the field of manufacture of passenger cars in their own name, to produce a line of cars which would represent their own ideas of advanced design, sound construction and substantial value. Not until June of 1927 were they able to secure a suitable manufacturing site. At that time they purchased the controlling interest in the Paige-Detroit Company. An immediate plan of expansion was inaugurated that has resulted in adding over a million square feet of factory space and more than doubling production, the capacity being increased from 300 to 700 cars daily; while both the number of employees and of distributors and dealers in almost three times that of the original organization.

During the first year the Graham Paige organization produced the greatest volume of business in the history of the industry, and the present year has seen new all time production records made during each

consecutive month. The continued success of the three Graham brothers in diversified industries is in a great measure due to their policy "To sell well is to serve well."

The largest family of brothers in the industry is that of the seven Fisher brothers. These brothers have held together through good and bad times with the result that the Fisher Body Corporation is one of the most valuable of all General Motors properties. Four of the Fisher brothers are now directors of General Motors. These brothers have their own separate finance company, which is a common repository for the funds from which they draw for outside investment, such as their recent purchase of a substantial interest in the Baldwin Locomotive Corporation.

MARRIAGE

And Companionate Cars

A taxi-driver is contributing to Scribner's Magazine an amusing series of articles on "Hacking New York." Recently "companionate marriage" has been much discussed in U.S.A., chiefly as the result of the publication of a book by Judge Lindsay on the subject. Here is what our taxi-driver has to say, under the heading "Companionate Cars":

I have been reading this stuff by Ben Lindsay about sex. I really can't see anything more complicated about the sex business than about the business of buying an automobile.

I like a Packard. I had one that I drove about two hundred and sixty-eight thousand miles. I took care of it, and it never failed me. If I had to get out of a tight place, I could step on the gas, and I knew just what she would do, and she always did it. Owning that Packard to me meant being sure of having the car I liked best, having the exclusive use of it, being sure that no irresponsible person who had no stake in it would put it out of order, being able to take care of it and know that somebody else wouldn't bang it all up. Now if that old Packard could talk I don't imagine that it would resent the fact that I thought I owned it, because it would realize that in so far as I owned it, it also owned me, and I think it would have been rather proud of the fact that it was worth owning.

People who have a lot of money don't have to worry so much about buying a car. If they don't like the first one, they can get a second one; but for ordinary folks it is different.

Some people like to buy a Chevrolet or a Dodge on the installment plan. After they have worn the new off of it, they stop making payments and let it be taken away from them.

There are some people of meanm who like to have a Ford because they don't have to worry about it. If it gets smashed up, they can get another one. A second-hand one can be had for next to nothing.

Then there are some people who prefer to ride in taxis. Of course you can't expect much in a taxi. A lot of them are all battered up. As like as not, the previous passenger has spit all over the floor and scattered cigarette butts around. But you can get one whenever you want it, pay the fare when you get there, and you are through with it. Or, if anything happens to it, you just pay what's on the clock, and get another one.

On the other hand, there are some people that like to have a Packard or a Pierce Arrow or a Rolls-Royce. They would rather get what they want, stick to it, and keep it in good shape. They don't see any fun in riding around in other people's Fords.

Bortrand Russell says jealousy should not be considered a virtue any more, but if you go monkeying around with somebody's Packard for which he has paid good money and thinks highly of, why, you are likely to get a boxed nose, and that's all there is to it.

DESERT ROAD

A G.M.C. Refrigerator Service

Between Cairo and Suez lies the old road built by the Romans through the Ismailia Desert and still to be seen along its ninety mile stretch are eight towers which they erected to serve as outposts or relays for caravans.

For many years the ancient track was abandoned, the only means of communication being an indirect railroad from Cairo to Ismailia and Ismailia to Suez, a journey of about seven hours. During the war, however, it occurred to some motorists that they could use the track for rapid transportation and it soon grew in favour to such an extent as to warrant repairs which were badly needed in several parts. Public opinion, very strongly voiced by the local newspapers, actuated the Ministry of Communications to make these repairs in spite of the fact that it had long been reluctant to do so lest it should deviate the main traffic from the Cairo-Suez Railroad and prove detrimental to the State's railway receipts. This was exactly what happened, for motor traffic immediately increased along the old highway.

The journey from Cairo to Suez by motor car now takes an average of three hours and this time will be reduced still further when the necessary repairs are effected.

This more rapid means of transportation has brought forth unexpected economic developments both for Cairo and Suez and has increased the value of the latter city as the eastern port. With this artery for rapid transport, strong impetus has been given to the Suez Fisheries and huge quantities of fish are now being sent by road.

A G.M.C. truck fitted with a refrigerator body was built locally under the supervision of General Motors' plant in Alexandria. It was an extremely well-turned out job, and proved absolutely satisfactory in use. Insulation was obtained by a close-packed core of cork chips between two wood-lined metal panels.

THE OTHER FELLOW

Things the Wise Motorist Remembers

If everyone was a perfect driver, says a contributor to The Motor Cycle, there would be a negligible amount of accidents on this road, because in the making of an accident one person or the other is usually erring. (By the way, road smashes are termed "accidents," yet only one in a hundred is really the result of an accident; the rest are caused by someone's judgment erring or by someone breaking an unwritten rule of the road.)

As there are many road smashes during the course of a week, it seems apparent that everyone is not a perfect driver; far from it. The difference is that some have a greater proportion of driving sense than others.

It is quite possible to develop this driving sense by oneself if one only knows of what it consists. A driver with the "sixth sense" prepares for every emergency in advance. To do this it is necessary to have a good imagination. For instance, take a wise driver approaching a cross-road. He immediately and instinctively supposes to himself that a car is going to cross his bows, and therefore controls his speed so that he is prepared to pull up instantly. It would be no use thinking (as many drivers do) that it was safe to go straight on as the other fellow would be sure to pull up; he might be thinking exactly the same thing!

On taking a blind corner the good driver will always be close enough to his own side to allow another vehicle to pass with safety. It cannot be remembered too often that, however good the driver is himself, it is not always what he does that causes the trouble, but what the other man does; the other man may be a very bad driver, or a man on the road for the first time.

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the Motor that never fails you

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ALL-CORD TYRE



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SYMBOLIC FIRES

Sources of Power and Warmth Established

Dearborn, Dec. 2. Two fires, one lighted by Thomas Alva Edison and the other by President Herbert Hoover, will burn perpetually in Greenfield Village, during the visit of the distinguished inventor and the chief executive of the country at the time of the dedication of the Edison Institute of Technology, they were invited by Henry Ford to apply the spark that would give life to these two fires, each symbolical and possessing a peculiar significance.

That which was lighted by Mr. Edison is to be the source of all the power used in the village. It burns under the boiler in the restored machine shop, where steam is generated to operate the battery of early Edison dynamos. From it brands were taken to light the boiler in the grist mill, supplying steam for its engine and likewise will be taken for all buildings in the village where power is used.

The fire lighted by President Hoover burns in the fireplace on the ground floor of the Lincoln courthouse. From it brands will be taken to light fires in all the public buildings and residences. Just as the flame started by Mr. Edison symbolises Power, so that begun by President Hoover typifies warmth of the home under the sheltering warmth of the state. The fireplace in the Lincoln courthouse was used, since it was by the flickering light of a fireplace that the youthful 'Abel' Lincoln studied.

Two other fires, one lighted by Mr. Edison and the other by President Hoover, supplement those mentioned. One burns in the boiler in the rear of the research laboratory and the other in the fireplace on the second floor of the courthouse. The matches used by these distinguished firelighters have been preserved by Henry Ford.—Ford News.

TRANSPORT PLANS

Morris-Commercial And Heavy Lorry Market

After the completion of his world tour, Sir William Morris, Bt., came to the conclusion that there is a big future for medium and heavy commercial vehicles provided they can be produced economically and sold at low prices. As a result of Sir William's deliberation, the commercial vehicle plant of his huge British organisation has been considerably extended by the addition of another branch works in Birmingham, where heavy-weight trucks and luxurious passenger vehicles will be produced in large numbers.

One of these new models, a medium weight 50 cwt. lorry, called the "Leader," has been designed to meet the requirements of transport users in all parts of the world—its specification gives a powerful engine, developing 60 h.p., five-bearing crankshaft, dynamically and statically balanced, four-speed gearbox, fully floating over worm axle of great strength, and all necessary accessories.

Owing to new methods of standardisation, it will be possible to turn out these new trucks at considerably lower prices than before.

This 50 cwt. truck, and the 20-passenger and 28-passenger coaches, as exhibited for the first time at the Olympia Show, are the first models of the new series of Morris-Commercial heavy-weights, ranging up to 10 tons capacity, which, it is expected, will eventually be seen in service in all parts of the world.

5,000,000 MOTORS

Expected U.S. Output This Year

Prediction that the total motor production would approximate five million cars and goods motor trucks in 1930 was made by Mr. Alvan Macauley, President of the National Automobile Chamber of Commerce, at the business survey conference held recently at the request of President Hoover by the United States Chamber of Commerce. In 1929 the production was 6,680,000 motors, according to the latest figures available.

There are 25 million motor vehicles in use in the U.S.A., and the known demand for replacement is 2,750,000 cars per annum. This replacement demand, stated Mr. Macauley, is 55 per cent. of the normal demand of a year's business. In 1929 approximately 1,000,000 motor vehicles were exported from U.S.A. plants, 200,000 greater than the year before.

25,000,000 On The Road. It seems conservative, therefore, to expect an export business of upwards of one million units in 1930, which is 20 per cent. of one million year's production of five million motors. New buyers, two-car families, and a rapidly increasing commercial motor vehicle and motor-bus business should bring the total production to five millions.

On the other hand, Mr. J. R. Histed, vice-president of the American National Automobile Dealers' Association, stated that there is a basic production demand for probably 4,000,000 cars and trucks a year, one million of which would be for export, but there might be some falling in demand in the U.S.A. home market, due to the readjustment of other businesses.

As a retailer Mr. Histed voiced the opinion of his section of the American motor trade that "two matches used by these distinguished firelighters have been preserved by Henry Ford.—Ford News."

Imports From N. America. With regard to the American motor-tyre industry, Mr. P. A. Seiberling, president of the Rubber Manufacturers' Association (of U.S.A.), remarked that export business may show some recession owing to increasing manufacturing by American companies abroad.

Whether the U.S.A. production totals four or five million motor vehicles, it is the general agreement that the export output will be one million, which affects our British motor manufacturers in their competition with the U.S.A. makers in British Dominions and the home market.

Approximately 25,000 U.S.A. cars were imported into Britain in 1929. A further 8,000 motors were imported from Canada. Whether this total will be increased during this year remains to be seen, as the opening of the New York motor show also coincides with a general increase in car prices by the U.S.A. motor manufacturers.

ILLUMINATING

A point-duty policeman at Purley, England, is illuminated by night by a spotlight suspended above him.

COLD WEATHER

Series of Useful Hints

If one would adjust his automobile for winter service in the same way that he adjusts his house, there would be an appreciable increase in the already great number of cars and trucks that operate successfully twelve months in the year throughout the cold belt of the country.

The service department of Ford has compiled a set of rules that may be followed with profit by any motorist who desires comfortable use of his car through the winter months. They offer the dealer opportunity to prepare their owners' cars for the low temperatures, snow and ice. These simple suggestions are:

Adjustment of the shock absorbers. Cold weather tends to thicken the fluid used in absorbers and adjustment of the needle should be made. Road conditions in winter are quite different from those of summer and absorbers should be prepared for the greater demands that are made upon them in winter driving.

Adjustment of the generator charging rate. Cold weather brings longer nights and lights are used more. The gravity of the battery should also be checked.

Ignition should be checked and plugs adjusted to specified spaces, so that the starting of the motor will not exert undue strain on the battery.

Fuel should be drained out and all strainers cleaned, this including the sediment bulb and the carburetor.

Lubrication practices should be changed according to climatic conditions in different parts of the country, this applying particularly to the motor.

An efficient anti-freeze liquid should be put in the radiator. Hose connections, and water pump packing should be checked.

Brakes should be adjusted.

COURTESY? OR CAUTION?

What an extraordinarily modest, humble, and unobtrusive creature the pedestrian is! In Oldham Street, Manchester, he has been provided with a device for holding up the traffic at certain intervals, while he crosses the road; but all the accounts of the first day's experience with this device agree that "people were rather shy of pressing the button" and helping themselves, as it were, to a clear way across the road.

It might have been supposed that they would hasten vindictively to avail themselves of this new privilege at this one spot where the man on foot has received the freedom of the traffic—that they would take a positive pleasure in bringing that great bully the motor-car to a standstill. But no—they hesitate, they do not wish to inconvenience any driver, they are "rather shy of pressing the button."

It certainly seems to show the pedestrian in a very kind and considerate light—or is it possible that he thinks the whole idea is just a little too good to be true? "What, me pull up a real car by pressing a button? Go on! I don't believe it—it's a trap to get me run over!"

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the Motor that never fails you

BODY WORK

Graham-Paige's Buy Large Timber Lands

To protect itself against the whims and vagaries of fluctuating markets, to help ensure its distributor and dealer organisation throughout the world of a stabilised price policy, and obtain an unvarying quality in the hard and soft woods that it uses in the manufacture of its line of six and eight cylinder cars, the Graham-Paige Motor Corporation of Detroit recently acquired timber lands and a saw mill at Perry, Florida. Here hardwood spoke materials for the woodwork in body construction are prepared and shipped to Detroit on a regular production schedule.

The crating of Graham-Paige cars for export alone is requiring an ever-increasing amount of lumber as the volume of export sales continues to show rapid increase breaking records month after month. The saw mill at Perry has a floor area of 50,000 square feet. From this mill the dressed lumber is shipped to the export shipping plant of Graham-Paige in Detroit, where it is made into crates and boxes.

The box-making department of this plant is one of the many modern features that contribute to make it what is said to be the most up-to-date export shipping plant in the motor car industry.

THE AUSTRALASIAN MILE RECORD

The following is a copy of a cable received by the Vacuum Oil Company from New Zealand in connection with "Wizard" Smith's Australasian mile record:—"Wizard" Smith lowered the Australasian mile record on 90-mile Beach, New Zealand, on Saturday, 14th, 146.3 miles per hour. Cadillac chassis with Rolls Royce engine, using Plume and Mobilil. Previous record, 109.09 miles per hour."

PROOF OF QUALITY!

16 Nations have selected DUNLOP TENNIS BALLS

for the Davis Cup, 1929 (including the Challenge Round)

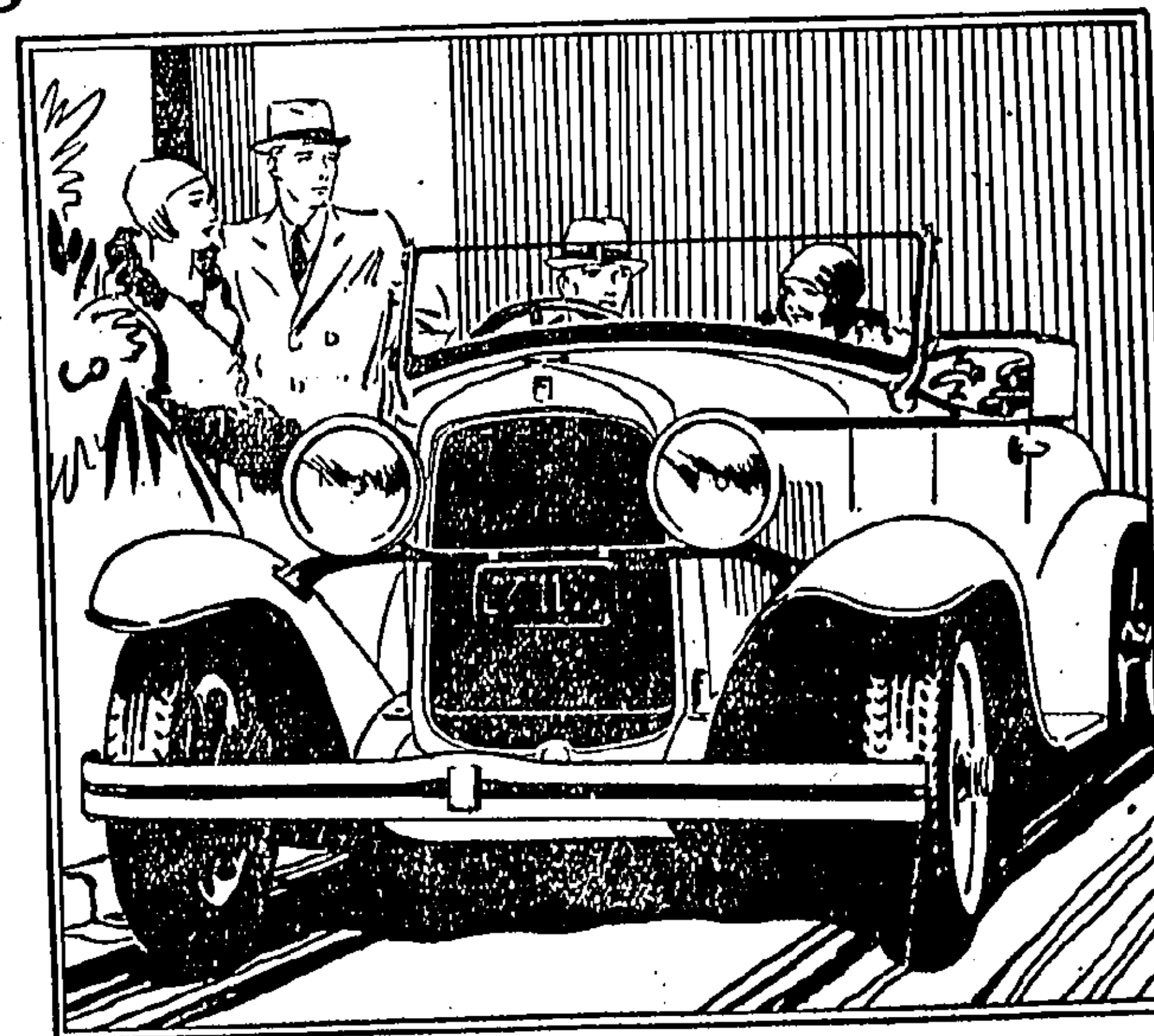
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ALL at a remarkably low cost

The 1930 Whippet is the leader in its price class—a car with smart, sweeping lines and harmoniously blended new colour combinations.

In engineering, the Whippet is also far advanced, being the lowest-priced car to offer all these important features: Full force-

feed lubrication, silent timing chain, invar-strut pistons, oversize balloon tyres, "Finger-Tip Control", and big four-wheel brakes.

See the 1930 Whippet at the showroom of your nearest Willys-Overland dealer. He will be glad to arrange a demonstration at any time suitable to your convenience.

WHIPPET FOUR ROADSTER
H.K. \$1,850

Sedan \$2,280
Tourer \$1,720

(All prices, and specifications subject to change without notice.)

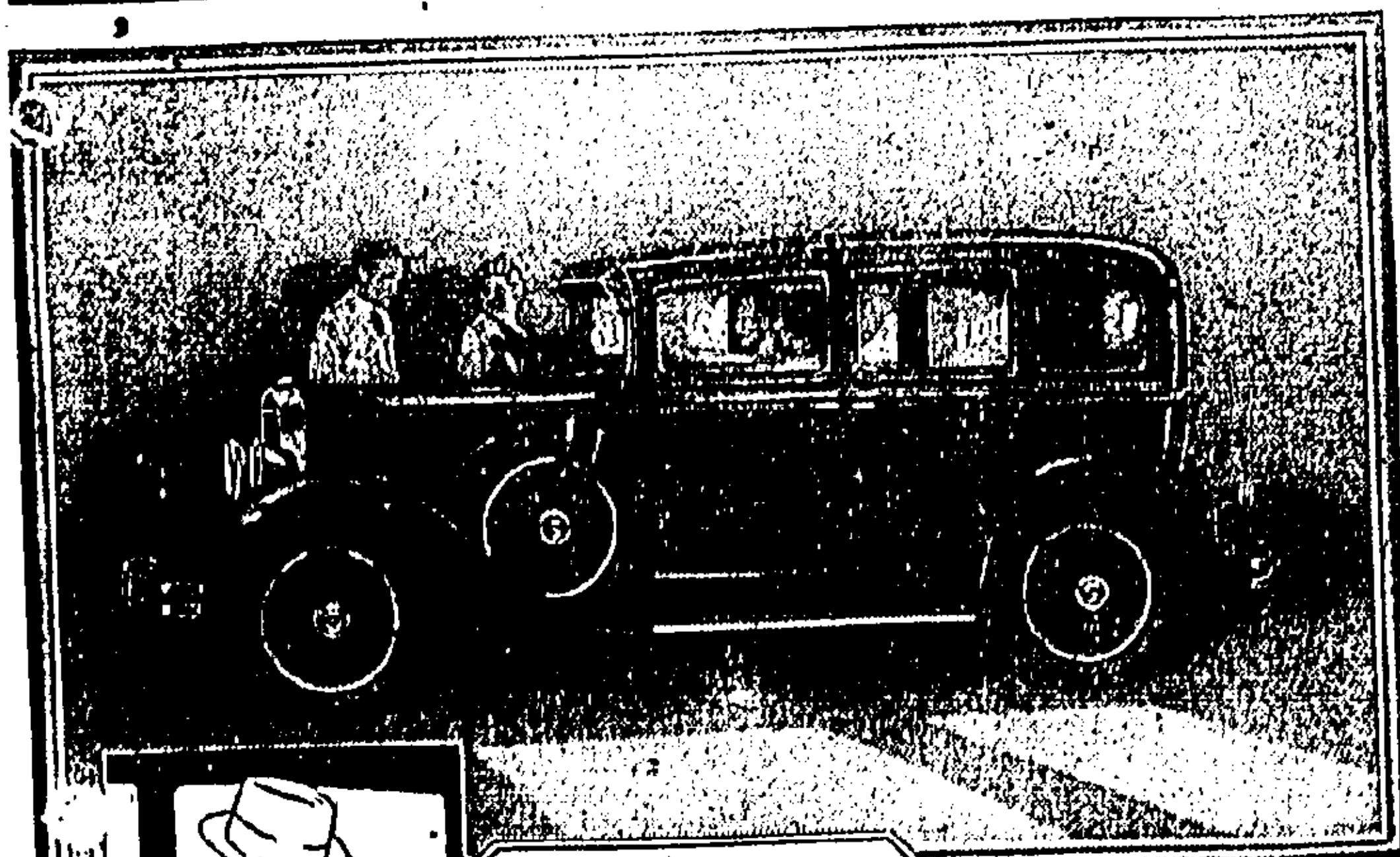
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WILLYS - OVERLAND FINE MOTOR CARS

New Studebaker Dictator Six—Lower Priced



With the introduction of new Dictator Six models listing from \$995 to \$1195 at the factory, Studebaker adds a companion car for the new Dictator Eight. The Dictator Six Coupe offered at \$995 carries the lowest price of any Studebaker closed car in history. The Regal Sedan, illustrated above, carries six wire wheels and trunk rack as standard equipment. The fore-shock absorber spring of the new Dictator, giving greater steering stability, is shown at left.

As left, the spring pressing a button, front seats in the club sedan model can be moved forward or backward at the convenience of the passenger.

CARS ANCIENT AND MODERN

(By W. H. Browne)

That the size of the tool kit and the number of variety of spares carried is a measure of automotive progress seems seldom realized.

If the motorist, however, is disposed to rummage around among the dusty archives of his motoring memories the tool kit as a yardstick becomes impressively effective. To-day's car carries a few wrenches, a hammer, a pair of pliers, a jack, and a screwdriver, as tools. As spares, it carries one or two extra tyres.

By way of contrast, read of the tools and spares of a 1910 model car as set forth in an owner's manual of that period:

Regarding spare parts, it is well that a full complement of these should be carried. A set of valves, springs, cotter, and piston rings for the engine and a spring and leather for the clutch are necessary. Spark plugs and washers, steel brake cables, spare magneto points and a contact-maker all should be kept on the car ready for use when required.

One's Own Mechanic

"Asbestos sheeting and string, copper wire, low-tension cable, high-tension cable, insulating tape, emery powder and cloth, oil can, paraffin injector, graphite lubricant, calcium carbide, petrol funnel and strainer, spare rubber hose and clips for cooling system, spare lamps—all these will be required at one time or another, and it is better to carry a good supply than find yourself delayed for several hours while trying to procure a fairly efficient substitute.

"A complete tyre repair outfit, two inner tubes with valves, one pressure gauge, tyre irons, jack, tyre pump, and compound for repairing punctures and cuts, complete the list of tools and spares."

Every car was its own repair shop, every motorist his own mechanic in those days. It was an adventure then, comparable in many respects to making a Polar flight or crossing the Atlantic in a 40 foot boat.

Modern tourists think nothing of driving at night and driving as rapidly as they do in broad daylight. Not so the tourist of two decades ago. For him there was the sage counsel of a motoring authority which was terse and to the point, namely:

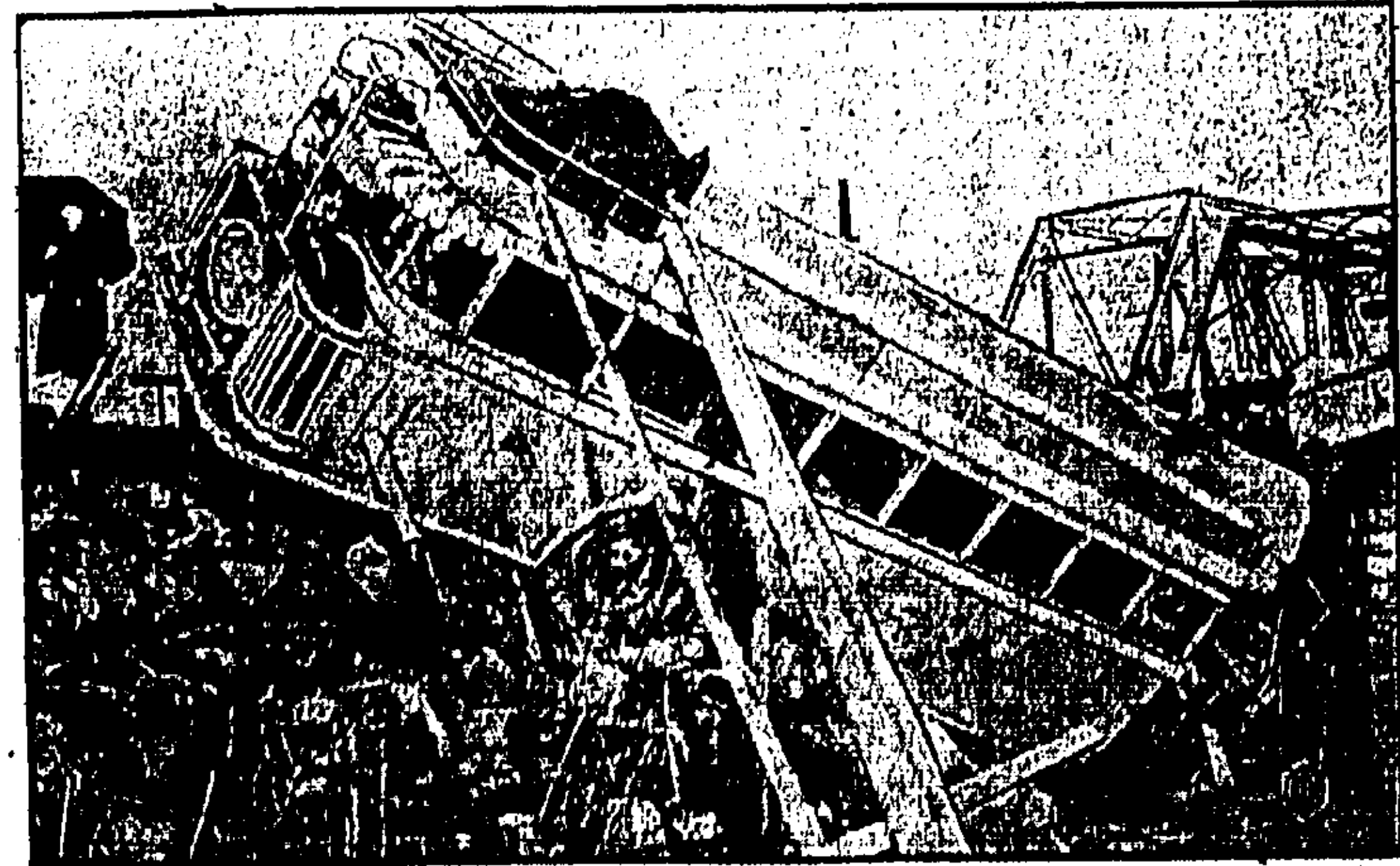
"Fifteen miles an hour is quite good speed for night driving."

The Modern Car

The modern motor car might not have valve springs for all the average owner knows or cares. Valve springs back in 1910 did not hold up so well, however. Only the most rash of car owners would think of

PETROL PUMPS

Some interesting history of petrol pumps was related by Mr. S. B. Bechtel, president of S. F. Bowser and Co., Inc., at a luncheon held in London recently on the occasion of a short visit from the United States. It was in 1885 that Mr. Bowser, travelling in goods for general stores, realised the need for a measuring pump for paraffin lamp oil. The Bowser's business was well established before the days of automobiles, and it is recognized in America that the company has been pioneers in all developments in petrol pumps. They sold the first kerosene cabinets, and it was a Bowser salesman who in 1908 coined the phrase "Service Station." Then, after a gasoline tank fire at St. Louis, they produced the first long distance pump, drawing spirit by suction from an underground tank.



Two passengers were killed instantly and the driver and 12 other passengers injured when the St. Louis-to-Pittsburgh bus skidded off the road and plunged into a ravine near Haines Fork Bridge on the Eaton Pike, near Dayton, Ohio. The injured were imprisoned in the bus for more than half an hour before motorists came to the rescue. Reports differ as to the cause of the accident. A double investigation was instituted, one by county officials and the other by official of the bus company.

NOVEL DESIGN
Front-Wheel Drive Cars

A motoring correspondent writes from Home:—

There are plenty of indications that increased interest is being taken in front-wheel drive cars. At the recent motor cycle show in London the B.S.A. Company had on view a three-wheeler which incorporated this type of design, and the machine made a very favourable impression, although I heard one or two visitors expressing surprise that the B.S.A. people had not "gone the whole hog," as they put it, and made it a four-wheeler.

Certainly the machine has possibilities in this direction, and, after all, B.S.A., used to make a car and the Daimler Company is a subsidiary—so there need be no lack of what might be called car experience.

The Alvis Company continue to be the only British concern turning out a front-wheel drive car, and I should not imagine that their output of that particular model is very high as the works are at present engaged chiefly on the Silver Eagle six-cylinder model.

Some time ago there was a lot of talk about other British manufacturers experimenting with front-wheel drive cars, but I have not heard of any production jobs, and I am rather inclined to think that a general policy of wait and see will be adopted.

A French Example

It is worth noting that a French example of front-wheel drive design, the 12 h.p. Tracta, has lately been introduced into Great Britain. In several Continental races this car has put up a very good performance and it also competed with distinction in one Brooklands event.



Bernice Chrysler, daughter of the automobile magnate, with her fiancé, Edgar W. Garbisch, former West Point football star, as they started for a New Year's celebration.

EXPERIMENTAL ROADS

The Ministry of Transport is still trying to find the ideal road surface.

The latest experiment in concrete aggregates and patterns is to be found on a piece of land running alongside of the Colnbrook by-pass. It is 600 yards long and 20 feet wide. Why the Department should have gone off the main road to make a test of this kind I do not know (says a writer in Truth). Instead of treating the whole or part of that sweeping curve on the by-pass itself, which is 30 ft. wide and is notoriously skiddy, the traffic is to be

diverted on to this straight and narrow parallel section, which will become choked with vehicles in the busy season.

To my mind, this experimental road business has been overdone. Ten years ago the Sidcup sections were laid, since when we have heard nothing about them or the more numerous sections on the Dartford-Rochester Road. If skidding is the only trouble, the remedy is to be found in the use of larger surface aggregates of tar macadam, or by roughening the surface of the concrete, which is done on the Kingston by-pass and other arterial roads.

So far, it appears to be the only car of its type in France which has been put into production. Several manufacturers, however, are known to have seriously considered trying out a model on similar lines, and I would not be surprised to find that at the next Paris show one or two front-wheel drive cars are on view.

In America, where until recently there was plenty of money for experiment and for the promotion of new motor companies, the front-wheel drive idea appears to have "caught on." In fact, I have seen it stated that there is some danger of quite conservative manufacturers being literally stampeded into introducing a car of this type.

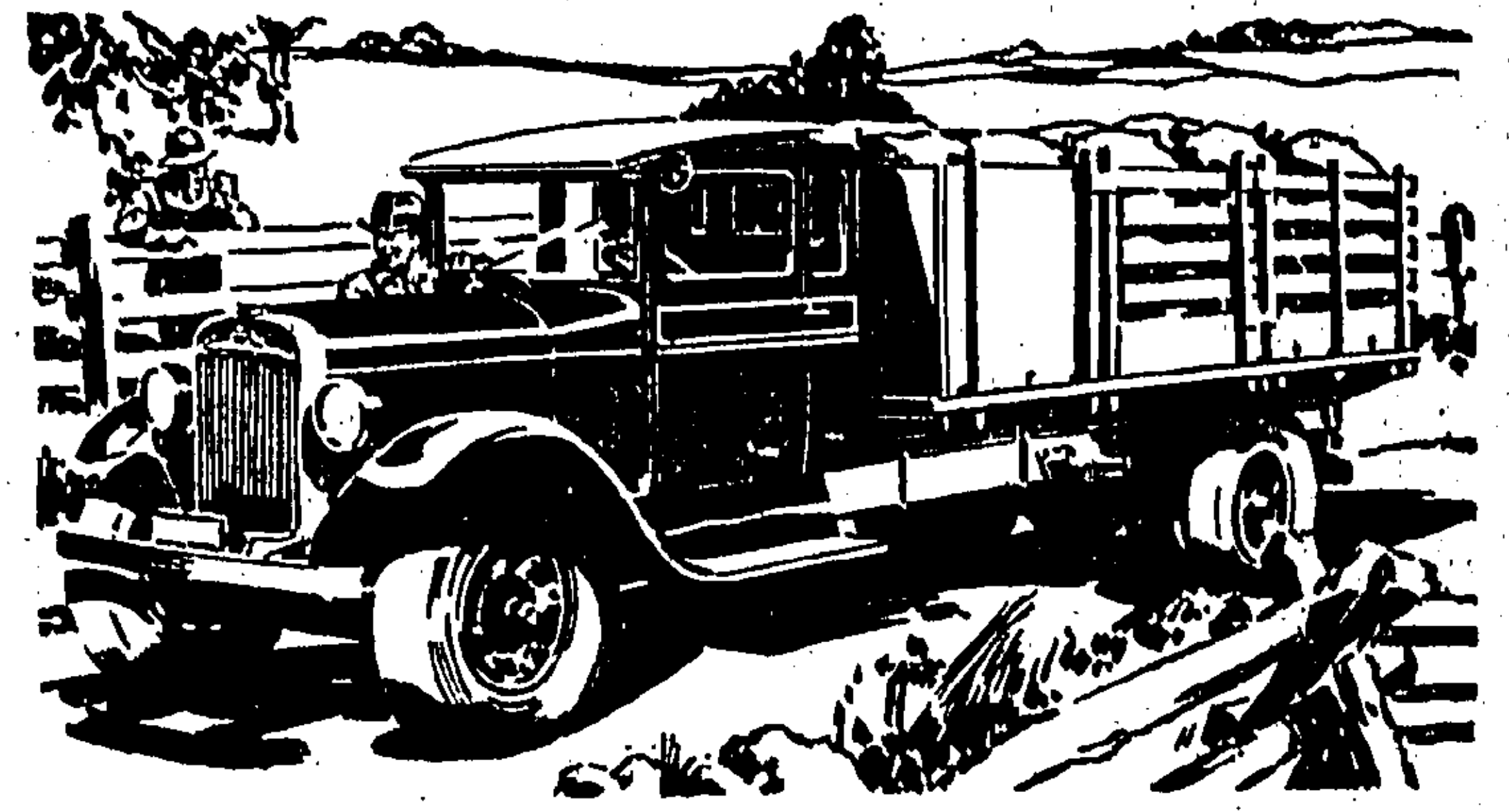
Some months ago I referred to the Cord, a front-wheel drive car which the Auburn Company is sponsoring. I believe that in 1930 quite a substantial number of these cars will be turned out. They are very high priced, but had it not been for the Wall Street crash and the curtailment of buying power the output would have been easily disposed of, as anything in the nature of a novelty, provided it is well built and well turned out, has a good chance of selling in the United States.

In addition to the Cord there is the Ruxton, rather similar in type. The interesting thing about it is that the company responsible for its manufacture has now been acquired by the Moon and Windsor White Prince cars.

Originally the Gardner Company planned to build the Ruxton, and according to the latest story the Gardner Company intend to introduce a front-wheel design of their own which will be on view at the forthcoming New York motor show.

If these cars are a success I feel certain that before another year is out we shall see many more front-wheel drive cars on the market in Britain, on the Continent, and in America, and it may be that in time the design will be adopted even for commercial motor vehicles.

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Your every business purchase, every business action, is for profit. You buy profit. In terms of hauling work, you can likewise buy profit. You can put a Dodge Truck to work in your business, confident of its profit-earning ability.

Dodge Trucks are weighed in terms of profit by thousands of shrewd

buyers every month in the year. They select these workers for their proved dependability, power, speed, safety, good looks and economy—features that mean more work, lower costs, greater profits.

See the Dodge Truck that fits your need. Test it. Then, safely invest your truck money in it—in profits.

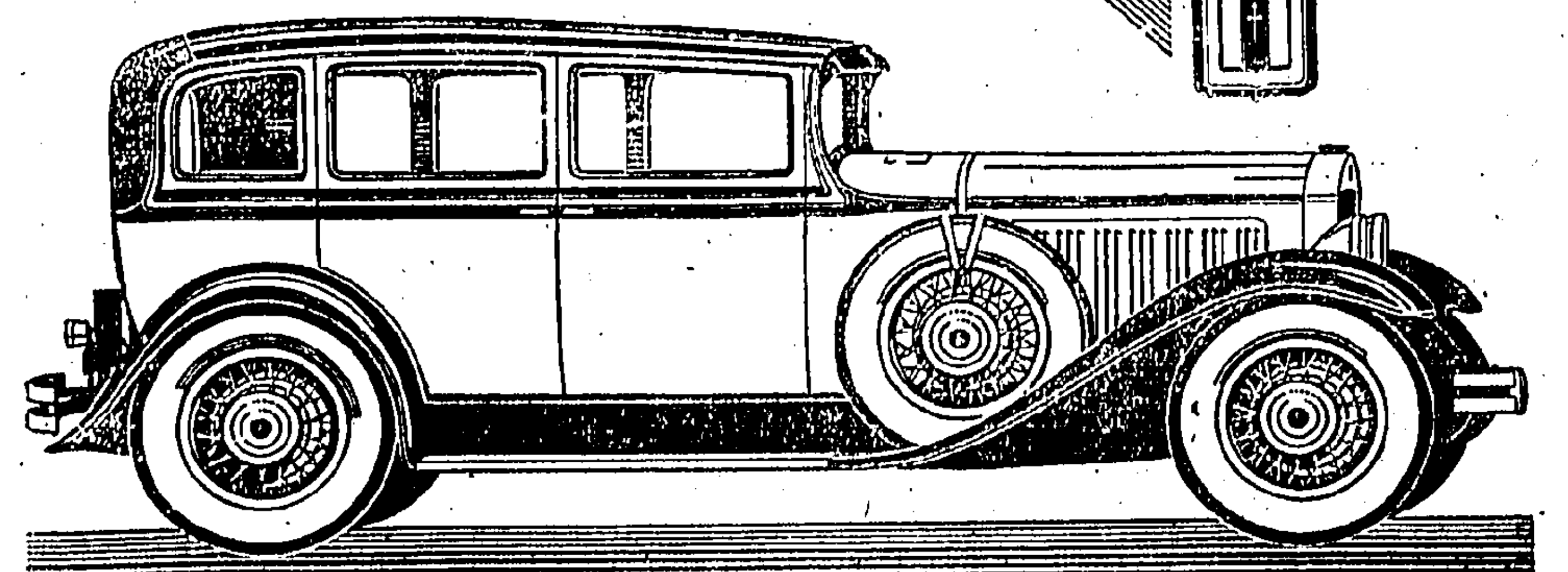
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ERSKINECreated and Built by STUDEBAKER
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Many features of the Dynamic New Erskine are new to cars of moderate price—and new to all cars. For example, it has more power for its weight than any other car of its price... new self adjusting spring shackles... new type silencer which increases power. Yet Studebaker has not incorporated a single unit which has not been carefully proved.

Despite its low cost, Studebaker has built this new car to generous dimensions with chassis of 114-inch wheelbase and extra-spacious coachwork. Its 70-

horsepower Studebaker built engine assures performance of Studebaker calibre in crowded city traffic or across country.

At our special exhibition—now in progress—your admiration will grow, your enthusiasm will increase as you compare the Dynamic Erskine with higher priced cars. Experience an actual trial run and you will declare this Dynamic New Erskine the greatest value-giving achievement in Studebaker's 78-year history.

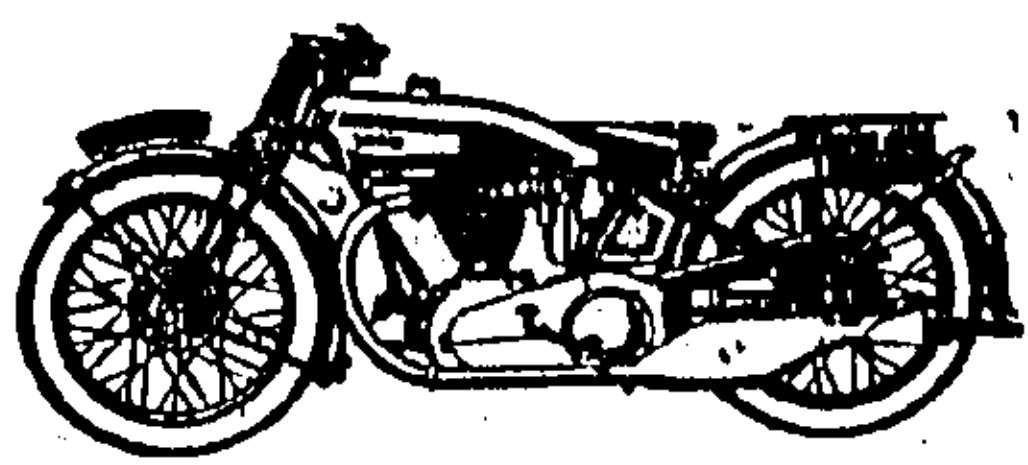
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FIRST IN HONG KONG "1930" BRITISH MOTOR CYCLES



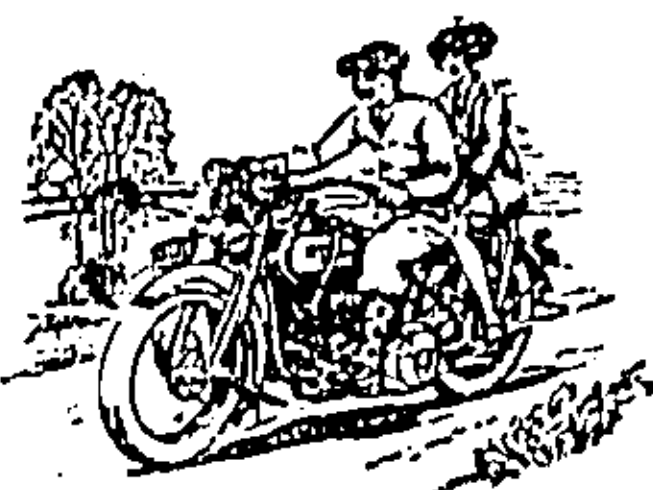
NORTON

MODEL NO. 18 4.90 H.P.

"Unapproachable" as the machines have proved in the past, 1930 witnesses an even finer production in NORTON. Many important improvements are embodied in the new NORTON design, including enclosed valve gear mechanism and push rods, detachable cover for Rocker Box, improved arrangement of cylinder head layout, efficient silencer, and Chromium plating.

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A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK

MODEL "A" CARS

Used to Run Down Bandits

How Model "A" armored cars are being used in Iraq, to run down and eradicate bandits of the desert, is told in news dispatches received in Dearborn from far away Baghdad. Following is the account of the latest raid and of how the Ford cars helped the military police.

"A party of 100 armed men from Mutair raided 'Aa'ah, 38 miles south-west of Salman Post, where lived 24 fighting men in addition to women and children. The raiders were in three sections. Two stormed the tents and began to loot and kill while the third drove away about 600 camels.

The raiders stayed an hour. Then they went away with their booty toward the south. The survivors set out with their chief toward the northwest. Fortunately for them, they met a police patrol of two armed cars. The armed patrol immediately set out in search of the raiding party. After a few hours, it came across footprints, which they followed until sunset, by which time they had reached Al chekka, where the raiders had dismounted.

The two armed cars at once launched an attack from two flanks. In spite of the bad ground, the police were able to drive within 500 yards of the raiders, who sought shelter behind rocks.

One machine gun was unloaded and placed on a high site overlooking the raiders. One car stood by to support while the other drove the camels homeward. After dark, the raiding party made good their escape and crossed the frontier.

Inquiries show that the raiders' casualties were twelve killed and six wounded. Twenty camels were captured from the raiders, and all the booty was recovered. Each armed car had only four machine-guns.

This was the second raid by the Mutair on Iraq during the summer season. In both, the Mutair were heavily defeated by the police who have been successful by the use of their Model "A" armored cars."

Rapid Fire Opened

It was night. A Ford Model A phetion motor No. 492176, was travelling along the road leading to the village of Timov in Bulgaria. In the car were the sales manager of the Ford dealership at Plevna, Dr. Petroff of Sofia, and a Chauffeur.

Suddenly a party of bandits who had been hidden behind a pile of road material, jumped into the road and opened a rapid revolver fire point blank at the car. The chauffeur accelerated, the car responded instantly and in a few minutes was out of range.

Immediately upon arrival at the next village the car was examined to ascertain the extent of damage. No fewer than fifteen bullets had struck it. Three, at least, would have proved fatal under ordinary circumstances. One struck the car an inch below the upper edge of the left front door and, unstayed, would have penetrated the side of the driver. The ball, its force spent, fell harmlessly on to the floor. Another shot struck the back of the front seat on the top edge. A third hit the left rear door in a line with the side of Doctor Petroff, but the force of the impact was arrested by the steel and the bullet did no harm.

These shots were fired at an averaged range of three yards. Needless to add, all three passengers are now confirmed Ford all-steel-body enthusiasts.

HEADLIGHTS

Too Much Attention to Experts

Here we are again in mid-winter plagued by dazzling headlights. It is a very serious matter. Yet nothing has been done. No provision is made in the Roads Traffic Bill to mitigate the evil, which becomes worse each year as the number of motor vehicles increases. The Minister of Transport could, if he wished, settle the thing off his own bat in five minutes by ordering all lamps to be fitted at a lower level or dipped. This being so, it has always seemed to me a waste of time and money to refer the matter to Committees and Commissions. They pay too much attention to the experts, and, as I said the other day, there is actually no dangle problem at all except the one that the technical quidnuncs themselves have created. They have been waiting for the ideal lamp to come along, and to encourage it the R.A.C. has carried out innumerable trials of inventions in a semi-official way on behalf of the Minister of Transport. But their ideal lamp appears to be as far off as ever.

Meanwhile many avoidable accidents are the outcome of lack of understanding on the part of motorists as to whether it is right or wrong to switch off when approaching other cars. Some do so, others do not, and yet others keep switching on and off at the wrong time. As to this, I cannot quite make out the attitude of the A.A., but the R.A.C. persists in its policy of advising all and sundry not to switch off. Happily the injunction is ignored by at least 50 per cent. I notice, by the way, that switching-off is systematically carried out by all the bus drivers in Kent.—Truth.

TWENTY YEARS

Motor Cycle Progress

When the Motor Cycle Show opened at Olympia on November 30, many exceptional bargains were on view; but the amazing value of the modern motor cycle is only realised by a comparison of the leading 1930 types, with machines which were marked in, say, 1910 and 1920.

Among the few concerns which have been making motor cycles continuously during the period under consideration, one is the Triumph Company. This make is specially suitable for comparative purposes on two accounts: It is, and has always been, one of the finest British products; and, in one form, it is the cheapest motor cycle of its power in the world.

In 1910, the standard machine had a 500 c.c. engine and was priced in the Home Market at just under £50, this figure being the recognised cost of a medium-weight motor cycle. No variable gear was provided, the back wheel being directly driven by a rubber belt. The tank was small and ugly, the saddle was high, and the tyres were of 26 by 2 1/2 in. dimensions. The braking system consisted of a block working on the belt rim and an altogether inefficient cycle type front brake. Yet it was one of the most luxurious machines of the day and certainly one of the most popular.

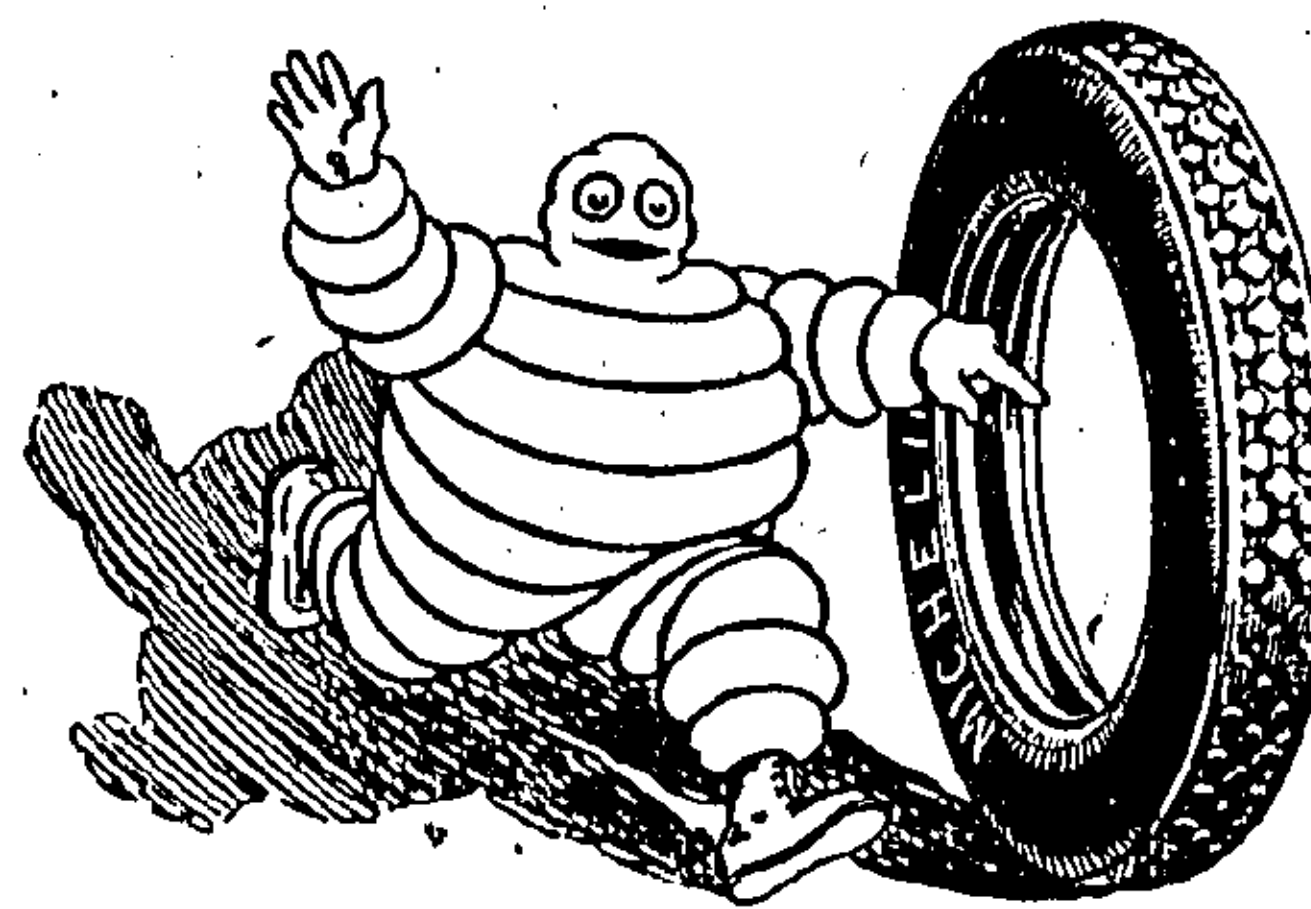
Ten years rolled by and the 1920 Triumph was presented with many improvements. It had a larger tank, a lower frame and a three-speed countershaft gear-box. But a belt (for the final drive) was still employed and the front brake was of little use. This machine was again one of the best—and cheapest—of its type, but it cost well over £100.

For less than the price of a 1920 model one can buy three of the 1930 550 c.c. machines. Yet their specification is far and away superior to that of the 1910 and 1920 models. It has a three-speed gear-box and all chain transmission; it has a large capacity saddle tank, large section tyres, and large internal expanding brakes. It has a low and comfortable saddle, sturdy spring forks giving ample movement, mechanical engine lubrication, plating on all bright parts, and a silencing system with reduced noise to a minimum, without back pressure. These are but a few of its good points; it is, of course, safer, faster, and easier to start and to control than any of its predecessors.

The 1930 motor-cycle presents better value than has any in the past. Indeed it may be said to be better value for money than any other article which money can buy: be it a motor-car, a piano, a perambulator, or a pound of tea!

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NEW ROAD BILL

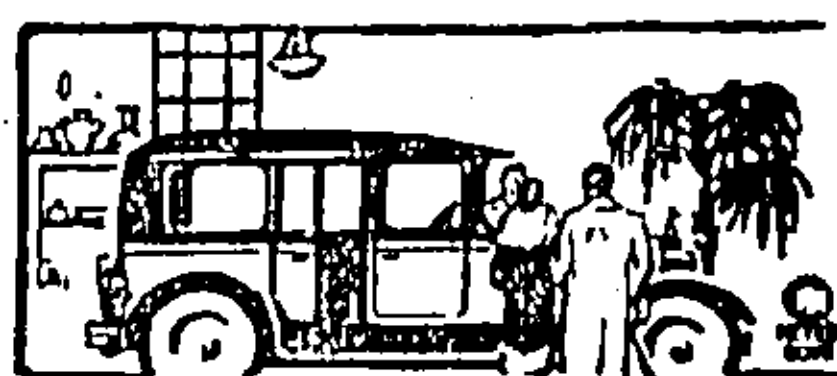
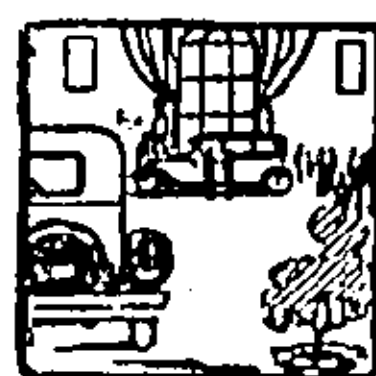
Absurdities in Present System

The Road Traffic Bill is an overdue attempt to sweep away the absurdities and anomalies which the rapid development of the motor-car has revealed in the existing system. It is being treated as a non-party measure, and is meeting with approval in its general aspect, although certain details of it will necessarily be challenged and altered. At least one provision of the Bill is uncontroversial—the institution of compulsory insurance against third party risks. If the rest of the Bill was as obviously desirable as this there would be nothing more to say except to give it a benediction.

The Bill abolishes the speed limit for motor-cars, enacts heavy penalties for dangerous driving, and creates the new offence of "careless driving." The last clause will not pass without discussion, for it will be extremely difficult to differentiate between driving which is only careless. The distinction will often

be very fine indeed, and motorists who enthusiastically welcome the disappearance of the speed limit may soon discover that they are out of the frying pan into the fire. Whatever defects the speed-limit has, the fact remains that it is possible to measure speed, but not carelessness or recklessness, still less to say with precision when one degenerates into the other.

Opposition will probably be offered to the suggested speed limit of 30 m.p.h. for heavy motor-vehicles such as char-a-bancs and omnibuses. As this is a maximum, the average speed of these vehicles will work out at a little over 20 m.p.h., which will entail the alteration of time-tables and the slowing-down of this form of traffic generally. This will place motor-coach companies at a disadvantage vis-a-vis the railways. The division of the country into twelve separate areas, each with a paid chairman and two paid commissioners, with powers to issue licences and define routes for public service vehicles, such as motor-coaches and omnibuses, is an innovation for which there is much to be said in spite of the hostility with which any increase in officialdom is regarded.—Truth.



MOTOR NEWS

From Road & Showroom



Municipal Motor Park
Larva (Scotland) municipal motor park made a profit of £213 last year.

In Guatemala

An enthusiastic Model A owner is General Frederico Aguilar Valenzuela, prominent Guatemala military leader. On a recent military commission he made a trip in this coupe over more than 300 miles of bad roads.

Body Lines

Automobile body curves and outlines grow more smooth every year; and cars better balanced now than ever they were. Bonnet and body seem to be parts of the same whole. Only a few years ago it was most difficult to design a body that would look as if it belonged to the bonnet. Heightening the bonnet was a help, but unity came at least from lowering the roof-line, until we have now a bonnet height and roof height, and a proportion between them that will probably alter very little so long as the engine is in the fore part of the car. Progress is nowhere more marked than in the backs of closed bodies.

A Square Corner

The old backs overhung the axle considerably, and they met the roof practically at right angles. The effect was always that of a square corner, and it was always awkward. There were experiments with the back slightly sloping, that were only partly successful, because the back was too far back, so to speak. Then came the sports coupe, a short body with wells for the passengers' feet and a luggage box behind. Here was the change for a smooth back outline, and the body-builders immediately recognized it. The sports coupe has been of the utmost value in influencing the design of closed bodies generally. Such bodies look less top-heavy and back-heavy; nor do they seem so clumsily wide at the back when seen from behind. So progress here has been all to the good.

Automatic

There is a proposal to bring the automatic traffic control system to London; and if that is done there will be a great big howl from most traffic drivers. The very fact of the signals being automatic would perhaps defeat their object in London. Fancy all traffic coming in one direction being halted by a signal, although the road was clear and uninterrupted?

Always Bad

Maybe the truth is that we have experimented too much with our traffic. As far back as last century the shout of the authorities was that our streets were too crowded. It was the case when we had horse-drawn cabs, and probably when we had sedan chairs. The only change seems to be that our traffic now is swifter. We pay for that swiftness.

Royal Use Helps Car

London firms find it profitable to patronize royalty. This fact was proved again when the Queen of Spain visited London. The Spanish Queen always hires a motor car when she is in London. The firm always provides her with a new one, and finds profit in doing so, for it appears that there are any number of persons prepared to pay an enhanced price for an automobile which has carried royalty.

105 1/2 m.p.h. on the Road!

An astounding road average was made by Marco, in a two-litre Bugatti, during the annual Toul-Nancy speed contest in Lorraine. The towns of Toul and Nancy are exactly 16 1/2 kilometres apart, and the main road joining them is straight, if rather narrow. Situated midway between the towns is a village which has to be negotiated at speed. Marco managed to do the job in 5 mins. 26 sec., and this, for a distance of a little over 9.53 miles, represents an average of 105 1/2 m.p.h. The Toul-Nancy Inter-town event is one of the last to survive in France.

Adjust Body Bolts

Nowadays automobile body manufacturers are advising to adjust body bolts, rather than cinch them too tightly. The reason is obvious. A body sill that is solid on the chassis does not give, therefore, disagreeable body and roof squeaks develop.

"Spills The Grease"

If you have wondered why the left rear wheel is the one that "spills the grease," remember that grease, like water, seeks its own level. The tendency to build roads with high crowns has passed, but this type of road is still in existence, and grease will find the left wheel first for some time to come.

For Coming Hot Weather

Motorists should be careful about using old tyres in hot weather. With the hot days to come during the next three months, it would be very unwise to undertake any long trips on covers or tubes that have seen their best days. It is really looking for trouble to do so. When the thermometer readings are high, any weaknesses in the cover or tube are accentuated, and trouble arises. It is always advisable to fit new covers and tubes for summer touring.

When to Retard

A motor cyclist was once in doubt when to retard and advance his spark. He wished to know whether the machine should always be run with the spark fully advanced. If the ignition of an engine is correctly timed it should be possible to run with the magneto fully advanced at normal touring speeds. However, for slow running, or when climbing a steep hill at a low speed, it is usually advantageous slightly to retard the ignition. The intensity of the spark in all magnetos grows as the ignition control is advanced, owing to the fact that there is one position for maximum output, and this is naturally set at the point at which most of the work is done, i.e., at the advanced position.

Unequal Tyre Pressures

If the pressures are unequal in the tyres on your car the braking effect will be unequal and that is the basis of many a dangerous skid. Realisation of this should impel the motor car owner to keep tyre pressures equal and at the specified amount.

Real Speed

Miss M. B. Carstairs is, they say, still going after the world's motor-bone speed record and is planning a new craft to be built in her own private yard. It is believed that when ready the boat will have 3,000 horse-power. The engines are similar to those of certain sea-planes.

Driving At Night

Driving along at night, the motorist sometimes is unable to tell by looking ahead of the car whether both headlights are burning. An easy way to determine this point is to stop and check up, but it is a process that does not have as many followers as it should. There is a substitute that works with comparable accuracy that is not quite so difficult to apply. That is to notice whether both lights reflect from the back of the car just ahead.

Cleaning Glass Panels

The glass panels of windcreens or doors can be cleaned very effectively if a small quantity of paraffin is added to the cleaning water. A simple method is to pour a few drops of paraffin into a saucer and to rub on the mixture with a piece of old chamois leather or cloth. A few minutes should be allowed to elapse for the mixture to dry, and the glass can then be polished with a clean duster. In this manner a particularly brilliant result is achieved which will last for some time; furthermore, rain drops will have a tendency to run off, and it will be found also that, so far as the interior of a saloon is concerned, the windows have no tendency to steam on the inside when they are closed.

Costly Road Bridge
The proposed Fifth of Forth road bridge will cost £6,000,000.

Motorist Drunk

Thomas Fell (54), chemist, found guilty at London Sessions of being drunk in charge of a motor-car in High Street, Notting Hill Gate, was sentenced to 21 days' imprisonment in the second division, and his licence was suspended for two years. He had a previous conviction for a similar offence.

New 'Buses

In a short time Londoners will see the new luxury 'buses on the streets. They are great vehicles, all six-wheelers with every comfort, flood lighting and so on. We are to have a fleet of 250 of them in time when the experiments with the few now completed are finished. And next year will see even more luxurious coaches.

The Dust Trap

Because it is one of those tasks that does not need to be done more than once a year, and rarely that often, cleaning the dust trap on certain types of air cleaner is among the items of car-care that are easy to forget. But it should be done. According to one survey of conditions that may be accepted as complete, the trap should be cleaned out every 15,000 miles. It may not be found to be full, but that makes no difference.

Launceston-Hobart Record

Hugh Harrison, of Launceston, driving a Chevrolet six, with standard gear ratio and specially tuned engine, established a new Launceston-Hobart motor car speed record on December 24. He left Launceston at 4.7 a.m. and arrived at Hobart, 610 a.m., covering the distance of 129.75 miles in two hours, three minutes, 10 seconds at an average speed of 60.8 miles per hour. The previous record was two hours, eight minutes established by Norman ("Wizard") Smith, driving an Essex four.

Leaky Petrol Tap

To cure a leaky petrol tap, provided the leak does not occur at the unions, dismantle the tap and grind in the cone seating. Do not make the mistake, however, of using emery powder, which is too coarse to use as a grinding medium. Crocus powder and oil make a better job. If that is not handy a highly satisfactory substitute is an abrasive soap, such as Monkey Brand, Hudson's Sloop, etc. Used with water, these soaps will give a very smooth seating.

Long Trip for Cab

E. J. Tench, of Athens, Georgia, operates a Model A taxicab. One day he received a hurry call from Tampa, Florida, where a fare wanted transportation to Athens. On responding, he found six passengers with baggage awaiting him. He carried them back over the distance of 510 miles making the round trip in 34 1/2 hours. He averaged 30 miles per hour through traffic, making frequent stops to permit his fares to transact business, and averaged 26 miles to the gallon of gasoline going down, and 23 on the way back.

Oil Company's Expansion

Owing to the growing demand for Dry Gas motor spirit and Texaco Golden motor oils, it recently became necessary for the Texas Company (Australia), Limited, to seek a larger home, and on December 10 last they took possession of three floors of the newly-erected building belonging to the Commercial Banking Company of Australia, situated on the corner of George and Margaret streets, Sydney. In 12 months the accounting staff alone has more than trebled, and the carrying out of the company's £3,000,000 programme has resulted in the whole organization being proportionately increased. Two floors will be occupied by the general offices of Australia, while on the third floor will be found the New South Wales district offices.

Tall Lamp Standard

A lamp standard in St. Denis, near Paris, is 60ft. high.

Soaking of the Spokes

When a wheel of the artillery type starts squeaking, the surest and easiest cure is a good soaking of the spokes with the garden hose.

Climbed a Hill

Some months ago Captain Malcolm Campbell tried to set up a new world's speed record at Veneux Pan, South Africa. Among those who visited the scene was the Ford dealer in Johannesburg, Mr. Herholdt. During the wait many stunts were done by visiting cars, and Mr. Herholdt offered 50 pounds to anyone who could climb the hill. Cars of many makes tried it, like-wise motorcycles, but he and his Model A were the only ones to succeed.

Fast Trip East

In little more than 70 hours' driving time, Lewis David, service floor manager for William O. McKay Company, of Seattle, drove his Model A roadster from Puget Sound to Detroit, a distance of 3,067 miles. The run was remarkable in that David did all the driving himself, and covered the mileage in approximately 120 hours, counting time out for meals, sleep, gasoline and all other causes. The total expense for himself, Mrs. David and sister amounted to less than \$75. His average speed was 43 miles per hour. Seattle air was in five hours when he reached Detroit. The roadster speedometer showed 17,000 miles when he left on the journey.

Drive a Trusty

"TRIUMPH"

the Motor that never fails you

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY—Hongkong Hotel Garage, Queen's Road, C.4759.
BEAN—Lane, Crawford, Ltd.
BUICK—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
CADILLAC—Hongkong Hotel Garage, Queen's Road, C.4759.
CILANDLER—The Asiatic American Co., 11, Queen's Road East, Tel. C. 875.
CHEVROLET—Hongkong Hotel Garage, Queen's Road, C.4759.
CHRYSLER MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
CLYNO—Lane, Crawford, Ltd.
DE SOTO MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DODGE—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
ESSEX—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. 3558 & 3532.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
FORD—Wallace Harper & Co., Ltd.
GUY MOTOR PASSENGER BUSES—Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.
HILLMAN—Lane, Crawford, Ltd.
HUDSON—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
HUMBER—Lane, Crawford, Ltd.
MORRIS—Hongkong Hotel Garage, Queen's Road, C.4759.
OAKLAND—Lane, Crawford, Ltd.
OLDSMOBILE—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
PACKARD—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
PACKARD MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC—Lane, Crawford, Ltd.
ROLLS-ROYCE—Hongkong Hotel Garage, Queen's Road, C.4759.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C.4759.
VAUXHALL—Lane, Crawford, Ltd.
WILLIS-KNIGHT & WHIPPET MOTOR CARS—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS—The Asiatic American Co., 48, Stanley Street, Tel. C. 244.
BEAN—Lane, Crawford, Ltd.
CHEVROLET—Hongkong Hotel Garage, Queen's Road, C.4759.
FARO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
FEDERAL TRUCKS—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
FORD TRUCK—Wallace Harper & Co., Ltd.
FORDSON TRACTOR—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
GRAHAM—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
MORRIS—Hongkong Hotel Garage, Queen's Road, C.4759.
REO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
SPA—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C.4759.
WILLIS-KNIGHT & WHIPPET TRUCKS—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C.1007.
HARLEY-DAVIDSON—Gaseon Motor Co., 2, Kwong Wah Road, Kowloon, Tel. K. 1242 & K. 804.
HUMBER—Lane, Crawford, Ltd.
MONET-GOYON—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES—Hongkong Hotel Garage, Queen's Road, C.4759.
ACCESSORIES—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C.1247.
FISK TYRES—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.
GOODRICH TYRES—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
MICHELIN TYRES—Goeke & Co. China Building C. 2221.
MILLER RUBBER TYRES AND TUBES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
WILLARD BATTERIES—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.

BRITISH CARS

Definite Signs of Progress

For the nine months ending September 1929, the exports of British motor goods exceeded 25 per cent. in value and 40 per cent. in number over the comparative figures for the same period in 1928, showing an expansion in practically every market throughout the world.

The Motor Exhibition at Olympia was remarkable for the extraordinary public enthusiasm shown over the range of British motors, while the Press of Great Britain has been full of a note of optimism that at long last the post-war difficulties of the industry have been overcome and that today British Manufacturers can offer a range of vehicles at competitive prices which are suitable for every sort of road condition.

Perhaps the most interesting feature of the development of the past months has been the confidence in the industry shown by one of the largest Insurance Companies in the world, which has become definitely associated with the movement, backed by the British Government, to extend the export market for British motor products.

Easy Credit
There are signs to-day that Motor

Agents all over the world are clamouring for good British agencies. It is seldom that manufacturers advertise to the world the fact that motor transport costs money, but British manufacturers at least realise that it is neither in the interests of themselves nor their customers, nor aids the financial stability of any country, to exploit uneconomically the motor vehicle to create an illusory demand. It is necessary to look at transport in its proper perspective to the welfare of any community. Too easy finance or credit insurance in respect of certain articles has been said by General Hertzog to be a disease menacing to society. The British industry does not deny that in certain cases the extension of too easy credit for the purchase of certain types of motor cars has proved dangerous in respect of vehicles which are expensive to run or which have a high rate of depreciation and which, perhaps, do not play their proper sphere in the economic stability of the customer.

The manufacturers of the utility car which is to-day capturing the imagination of the world believe that they are providing an essential means of expeditious and cheap transport which, by adding to the economic prosperity of the community and the individual, will provide the answer to the statement that his purchase "is an absolute disease and menace to society."

OVERSEAS VISITORS

At London Motor Shows

As the largest exporters of motor cars in Britain—they are world distributors for Bentley, Hillman, Humber and Commer cars—Messrs. Rootes, Ltd., naturally met and entertained many important overseas visitors to the recent motor shows held in London.

One was a merchant and financier from Manchuria. While he was placing an order with Rootes, Ltd., he was asked about the state of the roads in that part of the world. His reply was: "Why, we have none at all; and you may well ask how we can use cars. For all but short distances we can only use them when the ground is covered with snow, which—fortunately for that particular purpose—is most of the year round. Then we run the cars on roads of ice or beaten snow, which, with suitable precautions, give quite good going, though not at the average speeds you maintain in this country."

"Commercial chassis are no good for this kind of work," he continued, "as they are far too heavy. What we do is to take a light but sturdy built private car chassis, put on it an open truck body fitted with about twelve wooden seats, and use it for work. Communications are so poor that there is great scope for this kind of enterprise, though it is a terrible strain on the cars."

Before returning, this gentleman addressed the London Chamber of Commerce on the subject of trade with Manchuria, when he pointed out that the country is 400,000 square miles in area and has 40,000,000 inhabitants, and constitutes a suitable market for all elementary products of civilised life, and a market at present practically unexplored.

Another visitor was from Tunis, where at the moment there is only one British car in use. He is a retired captain R.N., who, in conjunction with some wealthy native traders, is putting up large show-rooms and a garage in Tunis purely for the sale of British cars and accessories.

His first orders were those placed with Rootes, Ltd., for Humber and Hillman cars, and he specially requested that each should have a transfer of the Union Jack prominently displayed on the spare wheel cover. One of his first customers is to be the British Consul there.

SOUND ADVICE ON BATTERIES

"It is not always realised that the first battery on a car does all the 'back' work."

So says one of the series of Proverbial Talks, in which Joseph Lucas, Ltd., the well-known Birmingham manufacturers of batteries, magnetos and electric lighting sets, quote some home truths and also explain how their products are tested.

"There is more strain on the battery during the first few thousand miles than during the whole of the remaining life of the car. The stiff new engine requires a much greater starting effort, with consequent stress and greater drain on the battery. Naturally, a replacement battery will normally have a longer life than the first battery. Again, in the case of new motorists, a replacement battery often benefits by the greater experience of the driver, who will not repeat his first mistakes in starting and use of the charging switch, which probably resulted in under-charging or excessive over-charging of the first battery at various times."

The old proverb says, "Never swap horses while crossing a stream." It is equally unwise to change the make of your battery from that fitted by the car makers to give the best results with the lighting and starting system. Should a replacement battery become necessary, fit the same make that has served you through the most strenuous period of your car's life. And keep the battery in the best of condition by observing the few simple attentions advised by the battery makers in their instructions."



The former Barnes Chrysler, daughter of the multi-millionaire automobile magnate, leaving St. Bartholomew's Church, New York City, with her husband, Edgar W. Chrysler, former West Point football star, just after their wedding.

AN INNOVATION

New Hupmobile Eight

The Hupmobile Motor Car Corporation of Detroit, announces a new eight cylinder motor car in the medium priced class. This new car is faster, more powerful, and introduces striking and original innovations in body design and beauty harmony. It will be manufactured in five body types—Five passenger sedan, convertible cabriolet, town sedan, coupe, and seven passenger phaeton. Both the cabriolet, which features a new patented top construction, and the coupe are equipped with rumble seats. The town sedan which accommodates five passengers has either a black or tan sport fabric top. A custom trunk is included in the standard equipment.

This new model C marks Hupmobile's entry into the medium priced class, with an eight cylinder model, and follows the pioneering step taken by the Company two months ago, when it announced the lowest priced Hupmobile ever built within the thousand dollar list price class.

This new eight is the fastest and most powerful car ever built by Hupmobile. Tests made by engineers during one thousand miles of driving exhibit perfect acceleration devices and astounding hill-climbing ability. This car was built to drive without effort, hour after hour at high speed. Ease and perfect control are some of the other advantages found in the long road trials.

New Features

By concentrating production of the new six in the Cleveland Hupmobile plants, the Company leaves all of its manufacturing facilities at the spacious Detroit factories free for the exclusive manufacture of eight cylinder models.

The new eight cylinder introduces for the first time in America a car with a single unit of harmonised beauty. This modern motif is followed throughout the car, from radiator cap to tail light, both inside and outside. Some features of this new Hupmobile Eight are dual elimination of vibration by counter-weighted crank shaft and a Lanchester vibration damper, new hydraulic shock absorbers, steel plate plates, cam and lever steering gear, deep cushions, longer wheel base, more width, and greater head and leg room.

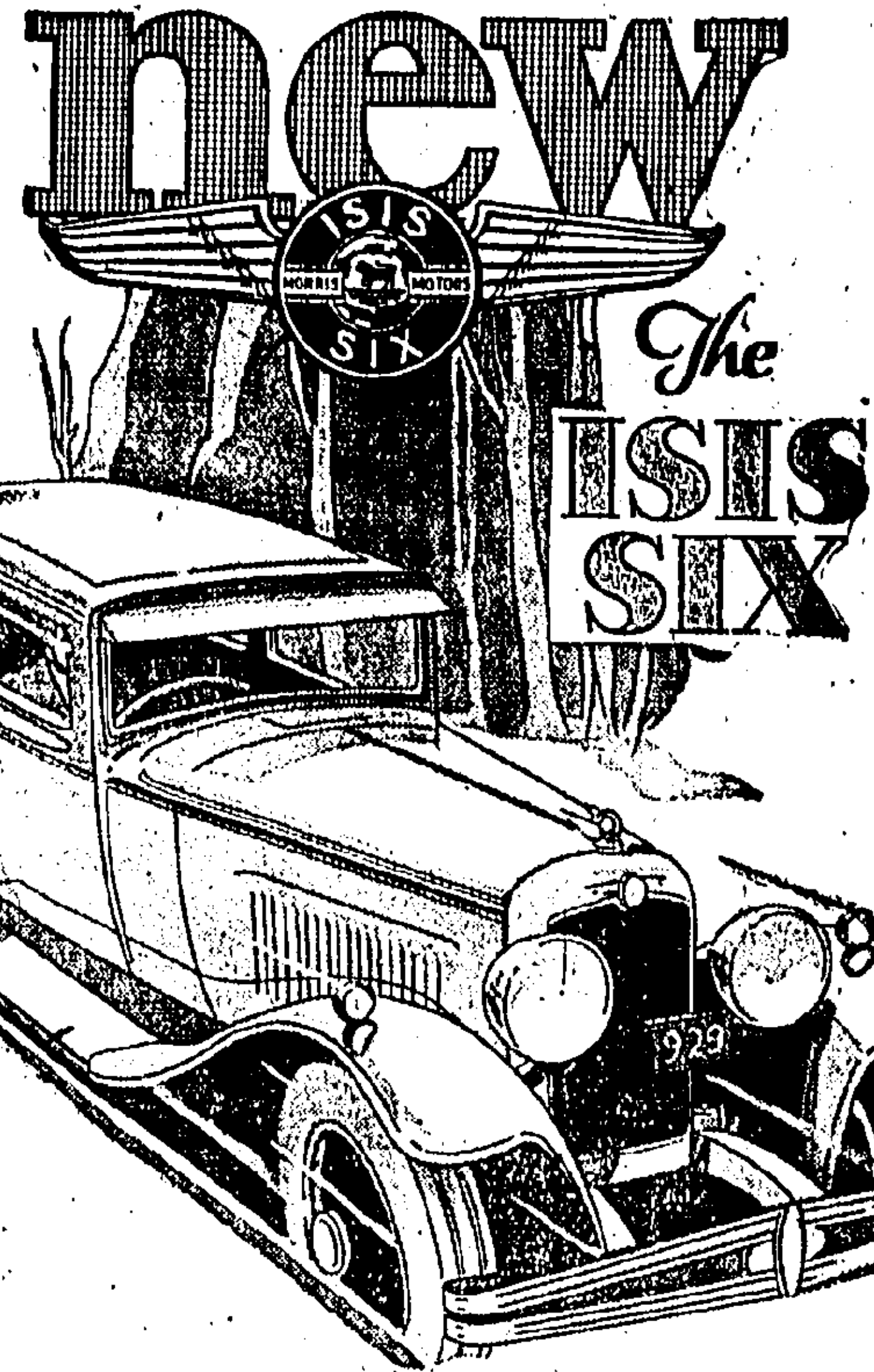
INTREPID WOMAN

Mrs. Victor Bruce's Latest Project

Women motorists will be interested to learn of the latest project of the Hon. Mrs. Victor Bruce, the distinguished driver. Mrs. Bruce, who has a long list of motoring distinctions to her credit, has decided, according to mail week news to hand, to compete in a big trial extending from the Arctic Circle to Monte Carlo and involving a drive of 100 hours non-stop. The trial is the International Motor Trial from Sundsvall, on the Gulf of Bothnia, in Sweden (with a temperature of anything from 10 degrees below zero downwards at this time of the year) to Monte Carlo and was due to commence on January 25. She hoped to cover the 2,250 miles in 100 hours. About 100 cars were to compete. Consultation of a map shows that in the course of the trip a motorist would have to cross seven countries, Sweden, Denmark, Germany, Holland, Belgium and France into Monaco.

In December, 1927, Mr. and Mrs. Victor Bruce, in an A.C. motor car, and assisted by three reserve drivers, drove 15,000 miles on the Montlhéry track (France) in the record time of 226 hours 32 minutes 27 seconds—an average speed of 68 miles an hour.

Mrs. Bruce, in June, drove a Bentley car alone for 24 hours continuously. She covered 2,200 miles; the speed averaging 90 miles an hour. This was an unprecedented performance for a woman motorist. She also has a record speed boat channel crossing, made last year, to her credit.



christened after the river—
...to symbolise effortless energy

JUST the sort of magnificent saloon three-quarters of the motoring world have craved, without being able to afford. But now, Morris manufacturing methods have enabled this luxury car, a car of effortless energy and speed, to be sold for only £385.

Ample clearance for all road conditions. Feel how the Isis responds to the lightest touch on controls placed where hand or foot wants them. Feel the smooth power of the brakes—Lockheed hydraulic four-wheel brakes. This is the Isis that will be seen on all the roads this coming Summer. Try it, and be one of the first to buy it.

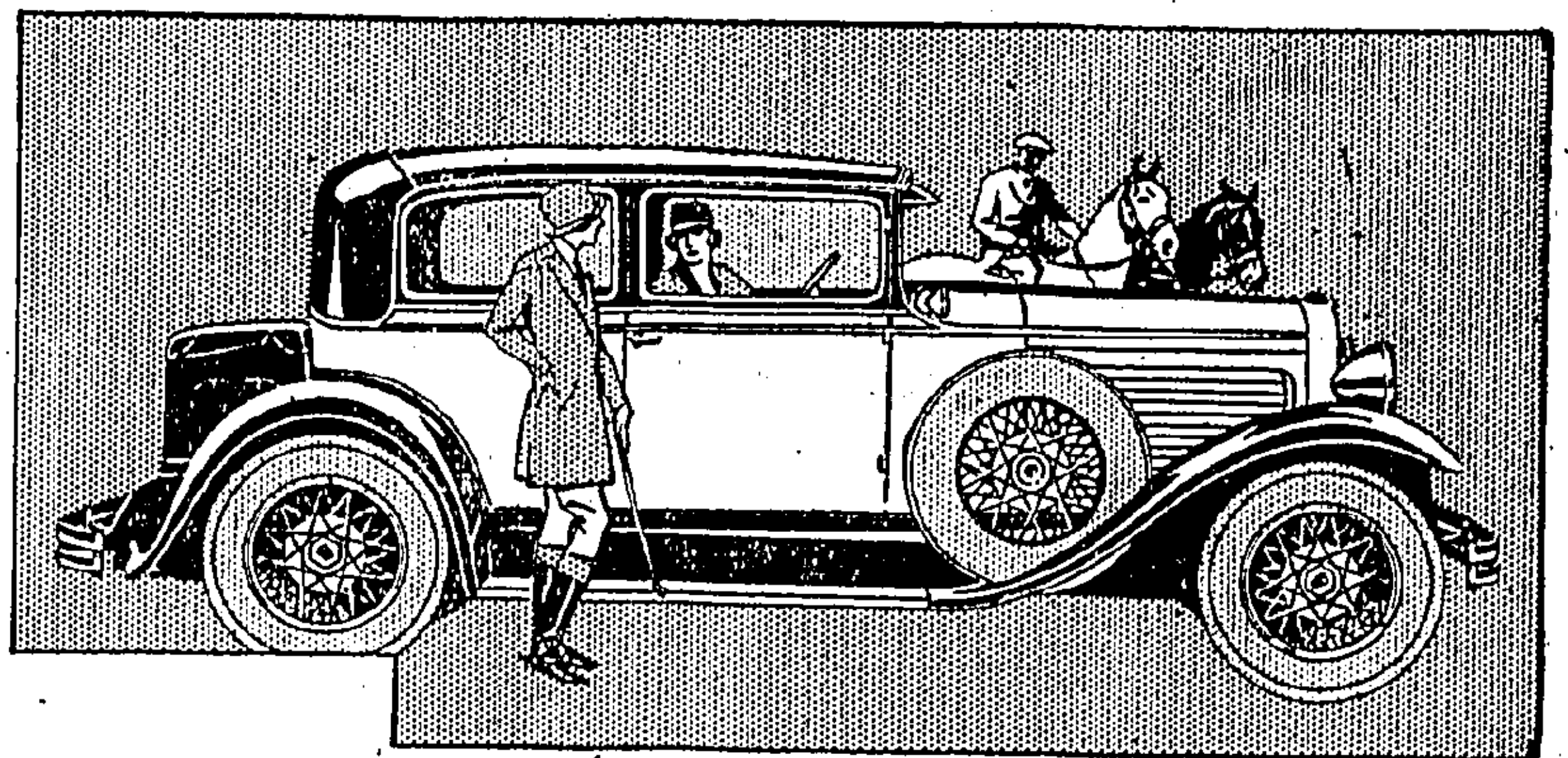
£385

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CHAIRMAN: SIR WILLIAM R. MORRIS, BT.

MARMON-ROOSEVELT



Recently won the first and only prize for the best stand in The 12th International Automobile Show held in Buenos Aires.

1930 MODEL
PONTIAC
BIG SIX
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CHINA AND EUROPE

Dr. C. T. Wang Speaks to Press Men

LEASED TERRITORIES

Nanking, Yesterday.
Interviewing Press men this morning the Foreign Minister, Dr. C. T. Wang, stated as follows:—

1. The Sino-Czechoslovakian Treaty, which was formally signed on the morning of February 12, will be published simultaneously in Prague and Nanking. The Sino-Greek Treaty was ratified by the Governments concerned, while the Sino-Polish Treaty is still under consideration. These treaties will be used as models for future treaties, being based on principles of equality and reciprocity.

2. The Shanghai Court Reorganization Agreement will be signed on February 17 at Nanking.

Rendition of Wei-hai-wei

3. The draft agreement for Wei-hai-wei rendition has been initiated by the Foreign Minister and Sir Miles Lampson, and has now been sent to London for consideration. The agreement will be formally signed, when London has given its approval. This will constitute the first step to recovering leased territories.

4. The draft of the Sino-Turkish Pact initiated by Dr. C. C. Wu, Chinese Minister, and the Turkish Ambassador in Washington, which is now being mailed to Nanking, will be signed when sanctioned by the two Governments.

5. The Sino-French Annam Treaty is still unsigned as a reply from Paris has not yet been received.

6. The talk for conclusion of the Sino-Japanese Pact is in progress, though proceeding slowly.

7. The new Norwegian Minister, L. C. M. Aubert, is expected to arrive at Shanghai on the 21st. He will present his credentials shortly after his arrival.

Crown Prince's Visit

8. The National Government is preparing due reception for the Danish Crown Prince and party visiting China next month.

9. The Ministry is appointing four commissioners at large to assist local authorities in handling foreign cases in provinces, where foreign commissioners formerly existed. Councillor Pan Lien-ju of the Foreign Ministry is gazetted for Hopei; Ho An-si for Szechuan and Jehol; Ex-Commissioner Tsui Shih-chieh for Shanung, Honan and Shensi; Ex-Commissioner Li Fang for Hunan, Hupeh, Anhwei, Szechuan and Kiangsi; Ex-Commissioner Tao Lee-chien for Chekiang, Fukien, Kwangsi and Kwangtung.—Canton News Agency.

MARINE PRODUCTS

Chinese Experimental Station

Canton, Friday.
The Marine Products Experimental Station, established by the Department of Reconstruction, after months of preliminary preparations, is located at the port of Heungchow, in Shungshan District.

The following report on the progress of the station has been made by a press representative:—
New fishing boats.—Two new fishing boats have been ordered, with the approval of the Government, from Japan at a cost of \$70,000 each, both vessels being of similar dimensions, length 70 feet, width 15 feet, 60 tonnage capacity, draught 8 feet, installed with 100 H.P. engines. The boats are said to be completed, and officers will soon be despatched to Japan to bring them over.

400 Species Collected

Specimens.—A large variety of marine products, some 400 species, have already been collected by the station with the aid of two native fishing craft along the coasts of Swatow, Tungsha and Salscha Islands and Macao. The objects in charge are now preparing these specimens to be submitted to the Reconstruction Department and the National Government for exhibition.

Investigation.—A number of experts have been appointed to investigate the marine products along the coasts of Kwangtung for the promotion of the fishing industry. It is understood that a lengthy report has been prepared by the group of experts on the result of their research.

New Lecturers.—The services of two lecturers, well versed in the knowledge of marine products, have

ST. JOHN'S HOSTEL

Enjoyable Concert and Dance

EXCELLENT ENTERTAINMENT

A most enjoyable evening was spent at the St. John's Hostel concert and dance, held in St. John's Hall last night. Mr. Chau officiating. An excellent entertainment was provided by students of the hostel and others. Miss Hung gave a pretty exhibition of classical dancing. For one of such tender years she displayed excellent talent. A very humorous Chinese sketch by hostel students was also greatly appreciated and caused much amusement.

The hall was gorgeously decorated with streamers and balloons in original designs and reflected great credit on the artistic capabilities of Mr. L. K. Wong and Mr. Y. B. Lau, and their helpers.

The concert was followed by refreshments and dancing, the latter being kept up till an early hour, to the strains of the Happy 7 Orchestra. The complete programme is given below:—

- 1.—BroadcastingOurselves.
- 2.—Classical Dance .Miss Hung.
- 3.—Indian Club .Mr. C. M. Wong.
- 5.—Songs ...The Cooning Trio & "Al Jolson", Jr.
- 6.—Chinese SketchOurselves.

COMING TO COLONY?

Tang Seng-chi Reported to Be Due

Shanghai, Yesterday.
Tang Seng-chi is reported to have arrived on February 10 at Haiphong, where he will sail for Hong Kong on February 14.

General Yen Hsi-san
Nanking, Yesterday.
President Chiang has wired to General Yen Hsi-san, summoning him to proceed to Nanking to attend the 3rd Kuomintang Plenary Meeting.

Anhui Chairman
General Ma Fu-cheng has tendered his resignation as Chairman of Anhui; General Liu Shih Shih-chieh for Shanung, Honan and Shensi; Ex-Commissioner Li Fang for Hunan, Hupeh, Anhwei, Szechuan and Kiangsi; Ex-Commissioner Tao Lee-chien for Chekiang, Fukien, Kwangsi and Kwangtung.—Canton News Agency.

WAR RELIEF

Swatow Municipality's Tax on Trade Licences

Canton, Friday.

It has been for some time the practice of the Swatow Municipality to levy a tax of one per cent. of the trade licenses as a war relief fund for distribution by the Government to the war victims.

Now, in view of the incessant wars afflicting Swatow during recent years, and the consequent business depression, the Swatow General Chamber of Commerce has appealed to the Finance Department for its abolition.

The levy being for a charitable purpose, the request was not approved by the Department, but as a compromise, the tax has been reduced to half per cent.—Canton News Agency.

CASTLE PEAK ROAD

Tenders Called for Construction

The Government is inviting tenders for construction of a thoroughfare on the Castle Peak Road, the section being from Chung Sha Wan to Lai-chikok, to the town planning lay out.

The work consists of forming a road embankment about 1,000 yards long, constructing reinforced concrete culverts, forming rubble mound on the toe of embankment, pitching and tarring slopes and all other contingent works.

been engaged to deliver lectures on this subject to the students in the Marine Products School, which is established within the station.—Canton News Agency.



"Portrait of a gentleman at Fanling determined to win a free bottle of whisky."

SCHOOL SPORTS

(Continued from Page 1.)

Event 7—Old Pupils (Girls) Race 100 yards—No Entries.

Event 8—Long Jump:

Senior:—1. I. Stirling (16 ft. 2 ins.); 2. R. Skinn (15 ft. 11 ins.); 3. V. Grunberg (16 ft. 9 ins.).

Middle:—1. J. Thirlwell (12 ft. 3 1/2 ins.); 2. Boris Levkovich (12 ft. 1 in.); 3. Phillips (11 ft. 5 ins.).

Event 9—Old Boys' Race—220 yards:

1. H. Owen-Davies; 2. S. MacNider; 3. John A. Maycock.

Event 10—Somerset L.I. 440 yards open:

1. Bdsnn. MacKenzie; 2. Bdsnn. Champion.

Event 11—440 yards open:

Senior:—1. V. Grunberg; 2. I. Stirling; 3. N. Whitely. Middle:—1. J. Thirlwell; 2. W. Maycock; 3. L. Phillips.

Event 12—Egg and Spoon Race (Girls):

Senior:—Peggy Everest. Middle:—W. Raven. Junior:—E. Rousseau.

Event 13—Relay Race (Girls)—Won by Chocolate House.

Event 14—One Mile:

Senior:—V. Grunberg. Middle:—F. Anslow. Junior:—Pomeroy.

Event 15—Skipping Championship (Girls) (Cup presented by Colonel Robertson):

Senior:—1. Gertie McNeillie; 2. D. Raven; 3. J. Wilson. Middle:—1. W. Raven; 2. M. Romsby; 3. P. Mooney. Junior:—1. N. Laing; 2. D. Bates; 3. J. Stewart.

Event 16—220 yards slow bicycle race:

Senior:—D. Smith. Middle:—Eric Humphreys. Junior:—Reggie Wood.

Event 17—Relay Race (Boys): Won by Blue House.

Event 18—Obstacle Race:

Senior:—M. Rousseau. Middle:—Phillips. Junior:—Booker.

Event 19—Tug-of-War:

Won by Red House (Two straight pulls to one).

The Cups

Inter-House Cup (presented by Mr. B. Wylie): Won by Chocolate House with 78 points.

Inter-House Shield (presented by Mr. E. Ralph): Won by Form 2.

Victor Ludorum Cup (presented by Mr. W. V. Field): Won by I. Stirling with 20 points.

Victor Ludorum Cup (presented by the Hong Kong Electric Co., Ltd.): Won by W. Raven.

Mile (Ivan Joseph Cup) (presented by Mr. W. G. Joseph): Won by V. Grunberg.

100 yards (Girls) Champion:—Cup presented by the Talmec Recreation Club): Won by J. Bates.

The Officials

Judges: Mr. A. W. E. Davidson, Mr. A. W. Ingram, Mr. G. McLeod. Starter: Col. T. A. Robertson. Marshals: Mr. W. Jenner, Sgt. Marriot.

Unemployment figures in the United States are now officially estimated at 8,000,000, and are probably higher. The latest return for Great Britain is 1,600,000.

KING AND QUEEN

Arrival Back in London

INDUSTRIES FAIR

Rugby, Friday.

Their Majesties the King and Queen will arrive in London tomorrow from Sandringham. Their Majesties will take up residence at Buckingham Palace for an indefinite period, during which the King will hold a Privy Council and two investitures, besides conducting a great deal of State business and receiving distinguished visitors from time to time.

Among the Queen's public engagements will be a visit next Tuesday to the British Industries Fair, which opens on the previous day. Her Majesty has paid frequent visits to the Fair since it was inaugurated.—British Wireless Service.

The first twelve runners finished in the following order:—

1. Bugler White (S.L.I.).

2. Sepoy Sohan (3/15 Punjab).

3. Pte. J. Gear (K.O.S.B.).

4. Yusuf Khan (H.K.S. Brigade, R.A.).

5. Dharm Singh (3/15 Punjab).

6. D. Anderson (K.O.S.B.).

7. Khartar Singh (H.K.S. Brigade, R.A.).

8. A. Taft (K.O.S.B.).

9. Babu Singh (H.K.S. Brigade, R.A.).

10. Pte. A. L. Nelmes (R.A.M.C.).

11. Falak Sher (H.K.S. Brigade, R.A.).

12. Farzand Ali (H.K.S. Brigade, R.A.).

Team placings were:—

1. H.K.S. Brigade, R.A.: 4, 7, 9, 11, 12—43.

2. 3/15 Punjab: 2, 5, 14, 15, 16—52.

3. K.O.S.B.: 3, 6, 8, 18, 20—55.

4. Somerset: 1, 13, 17, 23, 29—83.

Previous winners of the Nestanglo Cup were Pte. J. Tarnan, R.A.M.C., in 1923; and Gunner Kartar Singh, H.K.S. Brigade, R.A., in 1925.

The course yesterday was as follows:—

Start at Lyttelton Road (outside the hostel entrance of the Hong Kong University) along Lyttelton Road, through Park Road, then wind up Robin-

son Road, along the new motor road to the end of Conduit Road, then through the Conduit Viaduct until Mr. Bigger's House has been reached. Then along Pokulum Road, down Dairy Farm Hill to point of Jubilee Road,

along that road to Mount Davis Road, up Mount Davis Road to the point of Pokulum Road, along that road to King's College and finish at the West Gate of Hong Kong University.

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COAL MINES

Commissioner to Prepare Compulsory Schemes

RUIN EFFICIENCY?

Rugby, Friday.
The clause relating to the appointment of commissioners who, falling voluntary amalgamations of the collieries, would have the power to prepare compulsory schemes for such amalgamations, was carried in the House of Commons by 281 votes to 182. The adoption of the clause was opposed by Conservatives, the former President of the Board of Trade, Sir Cunliffe Lister, declaring that if amalgamations paid they would be made voluntarily, whereas the swamping of good collieries with debts of bad ones would ruin efficiency.

The President of the Board of Trade, in his reply, said that the effect of the clause would be to encourage voluntary amalgamations and to provide safeguards against unreasonable, compulsory amalgamations.

In regard to part one of the Bill, which includes a marketing scheme and a production system and limitation of output, Mr. William Graham said that the Government regarded this part of the measure as vital and would defend it in the House of Commons.

In its present form it is understood this part of the Bill is approved by both Liberals and Conservatives.

The Miners' Federation met yesterday and passed a resolution demanding the retention of part one of the Coal Mines Bill, adding, "The Bill in our opinion would be useless without that provision."—British Wireless Service.

RADIO STATION

To Be Built at Athlone at Cost of £70,000

Rugby, Friday.
The Irish Free State is to have its own high-power station from which programmes will be broadcast. Plans have been submitted by the Ministry of Posts and Telegraphs for the erection of a transmitter, which will probably cost £70,000, and these plans have now been officially passed. Although the actual site has not been definitely decided upon, it is considered likely that the new station will be built near Athlone.—British Wireless Service.

TREATY SIGNED

Sino-Czechoslovakian Amity & Commerce

Nanking, Thursday.
The Sino-Czechoslovakian Treaty of Amity and Commerce was formally signed yesterday by Dr. C. T. Wang and Mr. Hnizdo.

The Pact contains 22 articles, with no exchange notes attached, and is entirely based on the principle of equality, reciprocity and mutual respect for each other's sovereignty.

The date of publication of the text of the agreement will be agreed upon by the Governments concerned.—Canton News Agency.

CHINESE AVIATION

New Aerodrome at Chih Hum

Canton, Friday.
The Aviation Bureau is in receipt of a telegram from Ning Ming-ying and Wu Win-lai, who have been sent to See Yan to select a suitable site for an aerodrome, reporting that construction of an aviation field and quarters will commence shortly at Chih Hum.—Canton News Agency.

WOOL MARKETING SCHEME

Rugby, Friday.
It was announced at a meeting of farmers at Leeds that the Government was prepared to assist a wool marketing scheme by loan of £3,000 a year for a term of years without interest, if wool growers would contribute £5,000.—British Wireless.

along that road to Mount Davis Road, up Mount Davis Road to the point of Pokulum Road, along that road to King's College and finish at the West Gate of Hong Kong University.

ENGLISH SINGERS

Appreciative Audience in City Hall

TALENTED ARTISTES

There was a full house at the City Hall last night for the final performance of "The English Singers." H.E. The Officer Administering the Government and Mrs. Southern were present with a large party, and during the interval the Singers had the honour of being presented to them.

Much has already been written about their performance and we can only add that they fulfil all expectations. Their singing is delightful to listen to; each voice is in itself perfect and their ensemble is beyond praise. Seated round a polished table the ladies in their softly-tinted 17th century dresses make a charming picture. Had the menfolk but the courage to follow their example the illusion would be complete.

Melancholy Harmonies

The programme is well arranged and each number is selected to throw up the next. Starting with the clear melancholy harmonies of Byrd they led us into the gayer Madrigals and Ballets of Weekes and Gibbons. Of these "The Silver Swan" won special applause and showed to advantage the clear and sweet soprano notes of Miss Flora Dawn. Another popular number was "Sweet Honey Sucking Bees" in which the running passages for the tenor were most delightful.

The programme is not entirely given over to early English composers—the Folk Songs arranged by Holst and Vaughan-Williams taking an important part in the evening's music. "Just as the Tide Was Flowing" by the latter composer was an encore and the "Turtle Dove" also by the same composer.

Amusing Homilies

The interest of the programme is much enhanced by the amusing little homilies delivered by Mr. Cuthbert Kelly. He proved himself an expert accompanist on one occasion, as did Mr. Noley in a delightful duet sung by Miss Nellie Carson and Mr. Kelly which had to be repeated. Morley's "Month of Maying" brought the concert to a conclusion and led to a series of encores all by Vaughan Williams—The first "Wasall"—the 2nd "The Lawyer" and the final encore a delightful folk-song entitled "The Farmer's Son."

The ladies received several beautiful bouquets. Hong Kong audiences are proverbially cold but last night proved an exception and Mr. Stok can congratulate himself on knowing his audience here, and always giving them just the sort of thing they like. The English Singers will long be remembered for their unique and delightful feast of music.

—Acwo.

MOTOR CYCLING

Offer From Home For Colony

The Auto Cycle Union in London has sent the following cablegram to the Hon. Secretary of the Hong Kong Automobile Association:

"Please cable if Hong Kong would like opportunity of sending representative motor cyclist to ride in Tourist Trophy Races, mid-June if return passage man, and machine provided free by us. Only cost to you would be £18 covering insurance and medical charges sustenance when ashore.—Auto-cycle Union, London."

It is learned that the offer will be considered at the first meeting of the Committee of the local Association.

At the famous "Montparnasse" cafe "Le Coupole," in Paris, a shot was fired as Max Kroyzel, a Roumanian engineer, accompanied by a woman and another man, was entering a taxi. He fell back, mortally wounded. Before he died he declared that he himself fired the revolver.

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